STELLANTIS

Q2 2026 RESULTS



Ram 1500 TRX SRT®

AGENDA

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Fiat Grande Panda 4x4 Manifesto

SAFE HARBOR STATEMENT

This document, in particular references to “FY 2026 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 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 trade policy, the imposition of global and regional tariffs targeted to the automotive industry; the Company’s ability to accurately predict the market demand for electrified vehicles; the Company’s ability to offer innovative, attractive products; 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 attract and retain experienced management and employees; 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; 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.



Ram 1500 Rumble Bee

CEO UPDATE

CEO UPDATE

Q2 2026 EXECUTIVE SUMMARY

Key Financial Metrics

- Net Revenues of €43.5B, up 13% y-o-y
- AOI of €0.8B, with 1.8% margin, +120 bps y-o-y
- IFCF of €1.0B, improved by €1.0B y-o-y

Reaffirming 2026 Guidance

- Net Revenues expected to improve by mid-single digits
- AOI margin % expected in low-single digit range
- IFCF expected to improve y-o-y and positive in '27

FaSTLAne 2030

- Long-term strategic plan introduced at May 21 Investor Day
- Net Revenues of €175B in '28 and €190B in '30
- AOI margin of 5% in '28 and 7% in '30
- IFCF of €3B in '28 and €6B in '30

Expanding Market Coverage

- Product launches on track, with 2 all-new and 3 refreshed vehicles launched in Q2 '26
- 9 additional new and refreshed vehicles coming soon, consistent with FaSTLAne 2030
- Upcoming launches consist of a range of powertrains: BEV, REEV, hybrid and ICE

Improving Execution

- Production stabilized, with Overall Production Efficiency y-o-y improvement of 870 bps in NA and 170 bps in EE
- Focus on quality, driving 3MIS(1) improvement of 38% in NA and 24% in EE
- Progressing on Value Creation Program initiatives

Partnerships Announced(2) in May

- L4 robotaxi collaboration with Wayve and Uber
- Software, AI and product strategy with Qualcomm, Applied Intuition, Accenture and NVIDIA
- Expansion of partnerships with Dongfeng and LPM
- Exploring product development in the U.S. with JLR



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

(1) Represents data for production between Jan 2025 and December 2025
(2) Refer to related press releases for additional information. Certain partnership initiatives described herein are subject to ongoing discussions and non-binding arrangements. Execution, timing and scope remain subject to definitive agreements and internal approvals

2026 PRODUCT LAUNCHES PROGRESSING ON PLAN

H1 '26 ALL-NEW


Ram 1500 TRX SRT®


DS N°7


Fiat Grande Panda ICE

H1 '26 REFRESHED


Opel/Vauxhall Astra


Chrysler Pacifica


Jeep® Avenger


Peugeot 408


Maserati Grecale


Maserati GT/GC

COMING SOON


Jeep® Grand Wagoneer REV


Jeep® Recon BEV


Ram ProMaster City


Peugeot E-208 GTi


Fiat Grizzly


Fiat Fastback


Lancia Gamma


Pro One Smart Van


Ram 1500 Rumble Bee

NORTH AMERICA UPDATE - Q2 2026



Jeep® Grand Wagoneer

Q2 Highlights

- Delivered 6% sales growth y-o-y, marking 4th consecutive quarter of y-o-y sales gains
- Market share of 7.4%, up 40 bps y-o-y, driven by Ram 1500, Jeep® Grand Wagoneer and Chrysler Pacifica
- Mexico delivered strong growth with sales up 17% (+19% incl. LPM) y-o-y, strongest Q2 on record

Key Growth Levers

- Ram 1500 TRX SRT® now shipping, strengthening mix and profitability, just one year after SRT performance division relaunch
- Upcoming launches of Jeep® Recon BEV and Grand Wagoneer REV will further expand portfolio
- Ram 1500 light-duty off-road lineup to be broadest in market w/ TRX SRT, Warlock 3.6L V6, RebelX and BackCountry

Refer to Appendix for definitions and notes to the presentation

ENLARGED EUROPE UPDATE - Q2 2026



DS N°7

Q2 Highlights

- EU30 sales increased 3% (+7% incl. LPM) y-o-y, primarily driven by Smart Car momentum
- EU30 PC BEV sales increased 28% (+61% incl. LPM) y-o-y
- Pro One division maintained leadership position in EU30 LCV segment with 28.7% market share (-90 bps y-o-y)

Key Growth Levers

- Smart Car portfolio expansion continues with Fiat Grande Panda, Citroën C3/C3 Aircross, and Fiat Grizzly and Fastback
- C-SUV lineup strengthened with DS N°7, Lancia Gamma and Jeep® Compass 4xe
- LPM continues to gain momentum, with sales growing 6x y-o-y

Refer to Appendix for definitions and notes to the presentation

OTHER REGIONAL UPDATES - Q2 2026


Ram Dakota


Opel Frontera


Citroën C3X

SOUTH AMERICA

- Sales declined 2% (-1% incl. LPM) y-o-y, reflecting a resilient performance in a challenging market
- Maintained market leadership with 19.1% market share (19.4% incl. LPM), ranking #1 in Brazil and Argentina
- Further strengthened leadership in Brazilian pickup segment with Ram sales +10% y-o-y

MIDDLE EAST & AFRICA

- Market share increased to 12.2%, up 20 bps y-o-y; growing share despite challenging market environment
- Achieved #1 position in LCV and maintained #2 position overall
- Algeria delivered record quarter, surpassing 20k locally produced and sold units

ASIA PACIFIC

- June deliveries reached a 6-month high
- Localized Leapmotor-branded vehicle assembly in Malaysia for C10; B10 launch on track for Q3 '26
- Partnership announced with DFM to develop and manufacture Peugeot and Jeep models in China



Jeep® Wrangler

FINANCIAL REVIEW

FINANCIAL REVIEW

Q2 2026 FINANCIAL PERFORMANCE OVERVIEW

SHIPMENTS (CONSOLIDATED)	NET REVENUES	AOI*	AOI MARGIN*	ADJUSTED DILUTED EPS*	INDUSTRIAL FCF*
1.6M	€43.5B	€0.8B	1.8%	€0.12	€1.0B
+10%	+13%	+263%	+120 bps	(20)%	+€1.0B

ON TRACK TO DELIVER FULL YEAR GUIDANCE

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

FINANCIAL REVIEW

Q2 2026 ADJUSTED OPERATING INCOME*

Q2 '26 VS Q2 '25

VOLUME & MIX

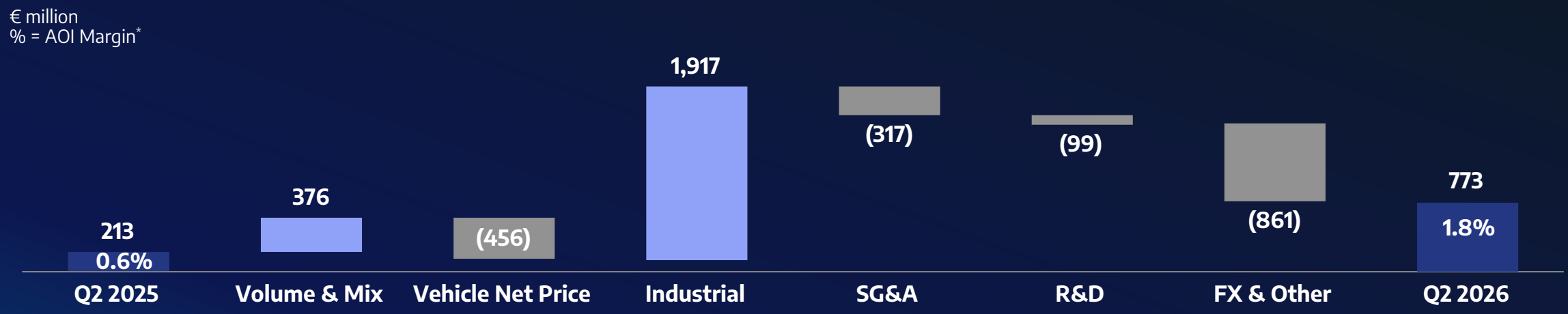
Higher volumes in NA and EE, partially offset by lower volumes in MEA and SA, as well as negative mix due to higher LEV penetration in EE

VEHICLE NET PRICE

Unfavorable pricing largely driven by continued pricing pressure in EE

INDUSTRIAL COSTS

Improved operational efficiencies, non-repeat of recall campaign costs in EE, and reduction of regulatory expenses in NA



YTD '26 VS YTD '25



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

Figures may not add due to rounding

FINANCIAL REVIEW

INDUSTRIAL AOI* TO IFCF WALK

Q2 '26 VS Q2 '25

INDUSTRIAL FREE CASH FLOWS

Improvement of €1.0B y-o-y, driven by stronger AOI, normal seasonal working capital dynamics and disciplined capital allocation, partially offset by ~€0.3B of cash outflows related to H2 '25 charges

CAPITAL EXPENDITURES

Reduction of €0.8B y-o-y, reflecting timing of FY '26 investment, aligned with FaSTLAne 2030 plan; expect FY '26 Capex + R&D to be 6.5 - 7.0% of Net Revenues

WORKING CAPITAL

Improvement of €0.5B y-o-y, largely driven by increased production levels

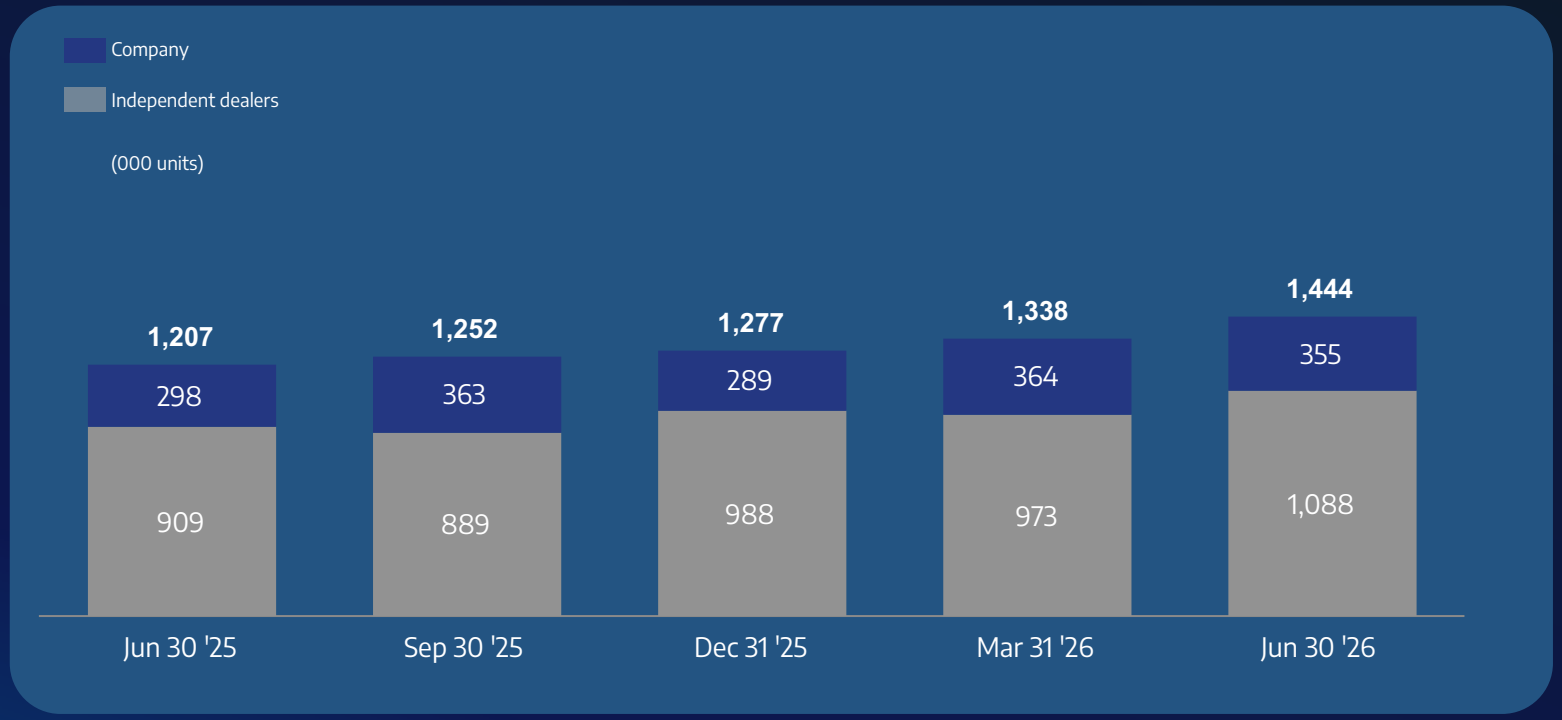
€ million	**Q2 2026**	Q2 2025	**YTD 2026**	YTD 2025
Industrial Adj. Operating Income	**673**	82	**1,482**	284
Depreciation & Amortization	**1,584**	1,691	**3,142**	3,557
Capital Expenditures(1)	**(1,791)**	(2,605)	**(3,497)**	(5,143)
Working Capital(2)	**797**	248	**(325)**	(1,345)
Financial Charges & Taxes	**206**	(115)	**(66)**	(214)
Provisions & Other	**(469)**	730	**(1,657)**	(144)
Industrial Free Cash Flows	**1,000**	31	**(921)**	(3,005)

(1) Capex, Capitalized R&D & Other Investments
(2) Working Capital includes Sales Incentive Provisions

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

Figures may not add due to rounding

INVENTORY UPDATE



*Includes Leapmotor Vehicles

- **Total inventory*** increased 20% y-o-y and 13% vs. Dec '25
- **Company inventory** increased 19% y-o-y and 23% vs. Dec '25, of which the vast majority of increase was driven by EE, with higher in-transit LPM vehicles and inventory to support commercial launches
- **Independent dealer inventory** increased 20% y-o-y and 10% vs. Dec '25, of which U.S. represented >65% of increase
- **U.S. dealer stock** increased 43% y-o-y and 22% vs. Dec '25 reaching 92 days of supply in Jun '26, primarily reflecting:
  - Strategic inventory build supporting new product launches and broader powertrain availability
  - Higher inventory required to support expected commercial performance in H2
  - Temporary production build-ahead to mitigate the impact of scheduled summer production shutdowns

Refer to Appendix for definitions and notes to the presentation

FINANCIAL REVIEW

Q2 2026 REGIONAL PERFORMANCE

NORTH AMERICA

Shipments	445K	+38%
Net Revenues	€18,193M	+32%
AOI	€284M	n.m.
AOI Margin	1.6%	+480 bps
STLA Market Share	7.4%	+40 bps
STLA + LPM Market Share*	7.4%	+40 bps

ENLARGED EUROPE

Shipments	762K	+5%
Net Revenues	€16,426M	+0.2%
AOI	€(94)M	+74%
AOI Margin	(0.6)%	+160 bps
EU30 Market Share	16.0%	(80) bps
STLA + LPM Market Share*	16.8%	(10) bps

SOUTH AMERICA

Shipments	253K	(3)%
Net Revenues	€4,338M	+6%
AOI	€402M	(49)%
AOI Margin	9.3%	(980) bps
STLA Market Share	19.1%	(420) bps
STLA + LPM Market Share*	19.4%	(390) bps

MIDDLE EAST & AFRICA

Shipments	121K	(3)%
Net Revenues	€2,565M	(4)%
AOI	€329M	(16)%
AOI Margin	12.8%	(190) bps
STLA Market Share	12.2%	+20 bps
STLA + LPM Market Share*	12.3%	+30 bps

ASIA PACIFIC

Shipments	16K	-%
Net Revenues	€499M	(5)%
AOI	€27M	+35%
AOI Margin	5.4%	+160 bps

Shipments presented represent Consolidated shipments

Refer to Appendix for definitions and notes to the presentation

FINANCIAL REVIEW

KEY GROUP METRICS

€ million	Q2 2026	Q2 2025	Δ%	YTD 2026	YTD 2025	Δ%
Combined Shipments[1] (000 units)	**1,603**	1,457	**+10%**	**2,968**	2,690	**+10%**
Consolidated Shipments[1] (000 units)	**1,597**	1,447	**+10%**	**2,958**	2,664	**+11%**
Net Revenues	**43,482**	38,448	**+13%**	**81,614**	74,261	**+10%**
Operating Income/(Loss)	**702**	(2,394)	**n.m.**	**1,390**	(2,710)	**n.m.**
Net Financial Expenses/(Income)	**202**	63	**221%**	**352**	160	**120%**
Profit/(Loss) Before Taxes	**500**	(2,457)	**n.m.**	**1,038**	(2,870)	**n.m.**
Tax (Benefit)/Expense	**207**	(588)	**n.m.**	**368**	(614)	**n.m.**
Net (Loss)/Profit	**293**	(1,869)	**n.m.**	**670**	(2,256)	**n.m.**
Diluted EPS (€/share)	**0.07**	(0.65)	**n.m.**	**0.20**	(0.78)	**n.m.**
Adjusted Operating Income/(Loss)*	**773**	213	**+263%**	**1,733**	540	**+221%**
Adjusted Operating Income Margin*	**1.8%**	0.6%	**+120 bps**	**2.1%**	0.7%	**+140 bps**
Adjusted Diluted EPS (€/share)	**0.12**	0.15	**(20)%**	**0.32**	0.18	**+78%**
Industrial Free Cash Flows*	**1,000**	31	**n.m.**	**(921)**	(3,005)	**+69%**
Industrial Net Financial Position*	**10,035**	8,992	**+12%**	**10,035**	8,992	**+12%**
Industrial Available Liquidity	**44,145**	47,228	**(7)%**	**44,145**	47,228	**(7)%**

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

* Refer to Appendix for definitions of supplemental financial measures and reconciliations to applicable IFRS metrics
Figures may not add due to rounding

FINANCIAL REVIEW

2026 FINANCIAL GUIDANCE REAFFIRMED

Net Revenues	**Mid-Single Digit % Increase**
AOI Margin %	**Low-Single Digit**
Industrial FCF	**Improved Y-o-Y; Positive in 2027**

Net Revenues:

- Reflect expanded product portfolio and expected volume recovery

AOI Considerations:

- Continued focus on mitigating geopolitical, trade, inflationary, and commodity cost pressures
- Net tariff headwind now estimated at €1.0B-€1.2B; H1 '26 net tariff costs were €0.3B, including IEEPA refund of €0.4B

IFCF Considerations:

- Includes ~€2B of cash payments related to H2 '25 charges, of which ~€0.9B was paid in H1 '26
- FY '26 Capex and R&D spending estimated at 6.5%- 7.0% of Net Revenues; consistent with FaSTLAne 2030 investment plan for this year

H2 '26 Dynamics:

- Performance expected to be weighted toward Q4, following Q3 summer production shutdown and continued operational performance improvements

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

FASTLANE 2030

6 PILLARS OF FASTLANE 2030

1	2	3	4	5
Sharper **portfolio management**	**Capital allocation** & new **technologies**	Strong **partnerships**	Optimized **footprint**	Disciplined **execution**

6 **Empowered regions**

KEY FINANCIAL TARGETS

Net Revenues		AOI Margin %		IFCF	
2028	2030	2028	2030	2028	2030
€175B	**€190B**	**5%**	**7%**	**€3B**	**€6B**

APPENDIX



Citroën Ami Rip Curl Limited Edition

DEFINITIONS AND NOTES

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 and **APAC** = Asia Pacific

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

Regions = reporting segments

BEV = battery electric (BEV), **ICE =** internal combustion engine; **REEV =** range-extender electric vehicle

3MIS = 3 months in service

SRT® = street and racing technology

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

LPM = Leapmotor

DFM = Dongfeng Motor Corporation

STLA + LPM This metric combines Stellantis-owned brands and Leapmotor vehicles distributed by a Stellantis-controlled company. Stellantis does not design, or manufacture Leapmotor-branded vehicles and does not own the Leapmotor brand or intellectual property

JLR = Jaguar Land Rover

Figures may not add due to rounding = totals may not sum precisely if individual figures are rounded

NON-GAAP FINANCIAL MEASURES (1 OF 2)

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) from continuing operations 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 bonus for eligible employees, including members of the senior management.
- The majority of our liquidity is available to our treasury operations in Europe and U.S.; however, liquidity is also available to certain subsidiaries which operate in other countries and mainly affects our industrial activities. Cash held in such countries may be subject to restrictions on transfer depending on the foreign jurisdictions in which these subsidiaries operate. Based on our review of such transfer restrictions in the countries in which we operate and maintain material cash balances, (and in particular in Argentina, in which we have €268 million cash and securities at June 30, 2026 (€354 million at December 31, 2025), and in Algeria, in which we have cash and cash equivalents at June 30, 2026 of €273 million (€276 million at December 31, 2025)), we do not believe such transfer restrictions had an adverse impact on the Company's ability to meet its liquidity requirements at the dates presented above. Cash and cash equivalents also include €953 million at June 30, 2026 (€663 million at December 31, 2025) held in bank deposits which are restricted to the operations related to securitization programs and warehouses credit facilities of Stellantis Financial Services U.S. ("SFS U.S.").
- **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 / (loss) 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.

NON-GAAP FINANCIAL MEASURES (2 OF 2)

- **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 Stellantis branded vehicles distributed by our joint ventures (such as Tofas) and associates.
- **Leapmotor International,** is a jointly established, Stellantis-controlled company created in 2024 and owned 51 percent by Stellantis and 49 percent by Leapmotor, to distribute Leapmotor-branded vehicles outside of China. Stellantis does not design, or manufacture Leapmotor-branded vehicles and does not own the Leapmotor brand or intellectual property.
- Effective January 2026, the Company's segment structure was updated to align with how the Chief Operating Decision Maker ("CODM") reviews performance and allocates resources. Under the revised structure, the CODM reviews the business through the following operating and reportable segments: North America; Enlarged Europe; Middle East & Africa; South America; and Asia Pacific.

The changes in our segment reporting are summarized below:

- Maserati is no longer presented as a separate reportable segment as it is managed consistently with the other brands within the regions and is therefore presented on a "where sold" basis). Maserati is therefore no longer presented as a separate reportable segment;
- The Asia Pacific region is now managed as a single operating segment. Previously, the CODM reviewed two operating segments: (i) China and (ii) India & Asia Pacific, which were reported as one reportable segment under IFRS 8. From 2026, these activities are reviewed together, resulting in one operating and reportable segment: Asia Pacific; and
- European used car operations, previously included within Other activities, have been reclassified to the Enlarged Europe segment in line with the CODM's oversight.

Comparative information has been restated to reflect the revised segment structure. The impact of these changes is presented in the following tables:

	Q2 2025		
	As reported	Adjustments	As adjusted
Net revenues (EUR M)	**38,448**	**—**	**38,448**
North America	13,782	52	13,834
Enlarged Europe	15,676	711	16,387
Middle East & Africa	2,664	10	2,674
South America	4,091	1	4,092
Asia Pacific	476	48	524
Maserati	212	(212)	—
Others	1,547	(610)	937

	YTD 2025			YTD 2025		
	Net revenues			Adjusted operating income/(loss)		
	As reported	Adjustments	As adjusted	As reported	Adjustments	As adjusted
(EUR M)	74,261	—	74,261	540	—	540
North America	28,198	105	28,303	(951)	(31)	(982)
Enlarged Europe	29,241	1,316	30,557	9	(76)	(67)
Middle East & Africa	4,944	18	4,962	768	—	768
South America	7,769	2	7,771	1,188	1	1,189
Asia Pacific	923	87	1,010	19	(19)	—
Maserati	369	(369)	—	(139)	139	—
Others	2,817	(1,159)	1,658	(354)	(14)	(368)

- **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.
- **Financial securities** are comprised of short term or marketable securities which represent temporary investments but do not satisfy all the requirements to be classified as cash equivalents as they may be subject to risk of change in value (even if they are short-term in nature or marketable.)

Q2 2026 KEY COMMERCIAL METRICS

000 units	STLA Combined Sales			STLA Market Share			STLA + LPM Combined Sales*			STLA + LPM Market Share*		
	Q2 '26	Q2 '25	Δ%	**Q2 '26**	Q2 '25	Δ	**Q2 '26**	Q2 '25	Δ%	**Q2 '26**	Q2 '25	Δ
North America	**385**	364	+6%	**7.4%**	7.0%	+40 bps	**385**	364	+6%	**7.4%**	7.0%	+40 bps
Enlarged Europe	**681**	665	+3%	**15.2%**	15.9%	(70) bps	**714**	670	+7%	**15.9%**	16.1%	(20) bps
Middle East & Africa	**125**	133	(6)%	**12.2%**	12.0%	+20 bps	**125**	133	(6)%	**12.3%**	12.0%	+30 bps
South America	**244**	248	(2)%	**19.1%**	23.3%	(420) bps	**247**	248	(1)%	**19.4%**	23.3%	(390) bps
Asia Pacific	**20**	28	(29)%	**0.2%**	0.3%	(10) bps	**22**	29	(22)%	**0.3%**	0.3%	-
Total	**1,455**	1,437	+1%	**7.1%**	6.9%	+20 bps	**1,493**	1,444	+3%	**7.3%**	6.9%	+40 bps

1. 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; prior period figure have been restated
   - Middle East & Africa exclude Iran, Sudan and Syria
   - South America excludes Cuba
   - Asia Pacific reflects aggregate for major markets where Stellantis competes including China (PC only) including licensed sales from Dongfeng Peugeot Citroën Automobiles, and Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia

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

- Refer to Appendix for definitions and notes to the presentation

JUNE YTD 2026 KEY COMMERCIAL METRICS

000 units	STLA Combined Sales			STLA Market Share			STLA + LPM Combined Sales*			STLA + LPM Market Share*		
	H1 '26	H1 '25	Δ%	**H1 '26**	H1 '25	Δ	**H1 '26**	H1 '25	Δ%	**H1 '26**	H1 '25	Δ
North America	**746**	705	+6%	**7.6%**	7.1%	+50 bps	**747**	705	+6%	**7.6%**	7.1%	+50 bps
Enlarged Europe	**1,387**	1,337	+4%	**16.0%**	16.2%	(20) bps	**1,444**	1,346	+7%	**16.6%**	16.3%	+30 bps
Middle East & Africa	**237**	244	(3)%	**11.9%**	11.5%	+40 bps	**237**	245	(3)%	**11.9%**	11.5%	+40 bps
South America	**475**	476	(0.3)%	**20.0%**	23.5%	(350) bps	**479**	476	+1%	**20.2%**	23.5%	(330) bps
Asia Pacific	**43**	52	(18)%	**0.3%**	0.3%	-	**46**	53	(13)%	**0.3%**	0.3%	-
Total	**2,887**	2,815	+3%	**7.3%**	6.9%	+40 bps	**2,953**	2,825	+5%	**7.4%**	6.9%	+50 bps

1. 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; prior period figure have been restated
   - Middle East & Africa exclude Iran, Sudan and Syria
   - South America excludes Cuba
   - Asia Pacific reflects aggregate for major markets where Stellantis competes including China (PC only) including licensed sales from Dongfeng Peugeot Citroën Automobiles, and Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia

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

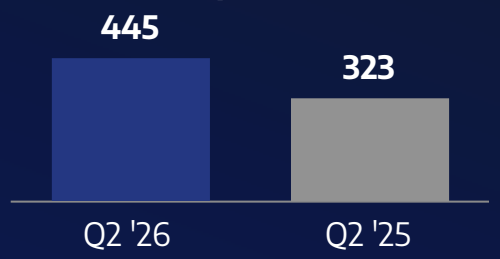
- Refer to Appendix for definitions and notes to the presentation

Q2 2026 REGIONAL RESULTS

NORTH AMERICA

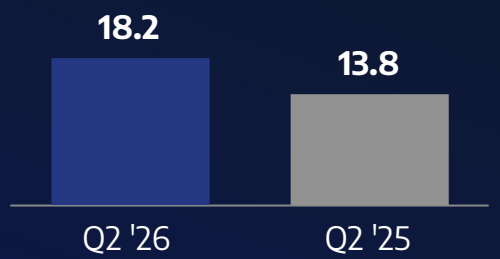
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Shipments



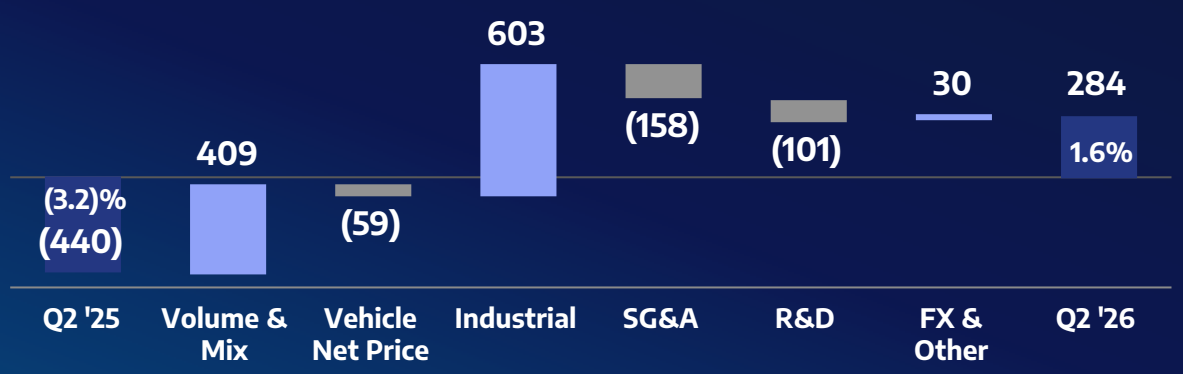
(€ billion)

Net Revenues



Adjusted Operating Income

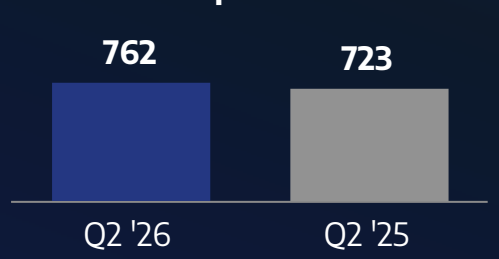
€ million
% = Adjusted Operating Income Margin



ENLARGED EUROPE

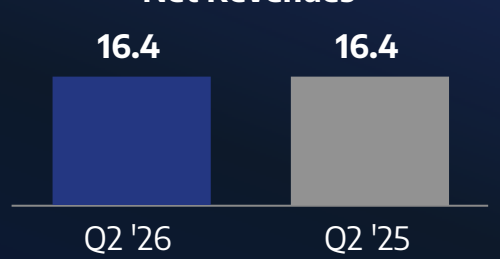
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Shipments



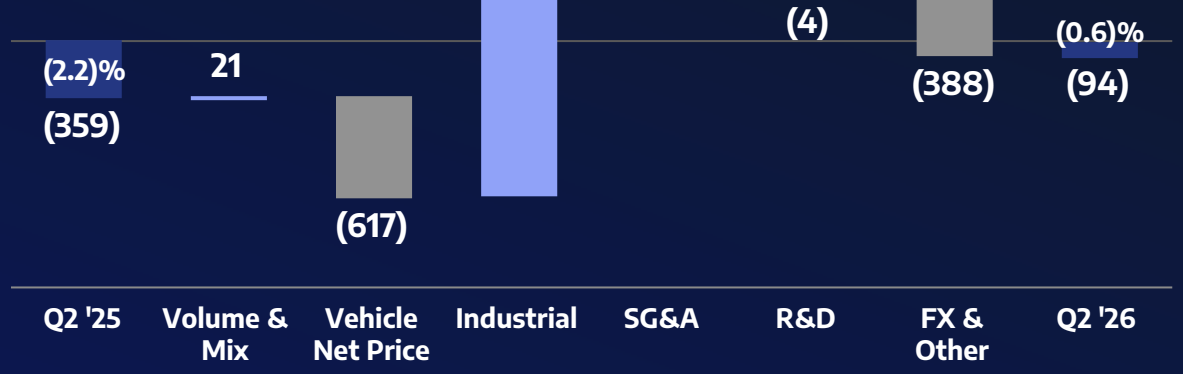
(€ billion)

Net Revenues



Adjusted Operating Income

€ million
% = Adjusted Operating Income Margin



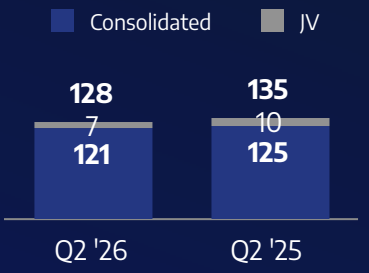
- Refer to Appendix for definitions of supplemental financial measures and reconciliations to applicable IFRS metrics

Q2 2026 REGIONAL RESULTS

MIDDLE EAST & AFRICA

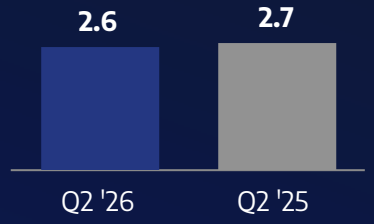
(000 units)

Shipments



(€ billion)

Net Revenues



Adjusted Operating Income

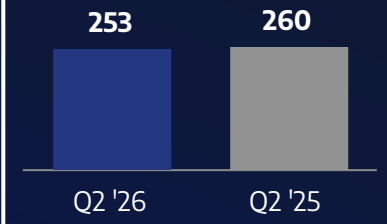
€ million
% = Adjusted Operating Income Margin



SOUTH AMERICA

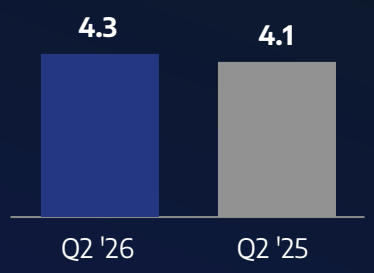
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Shipments



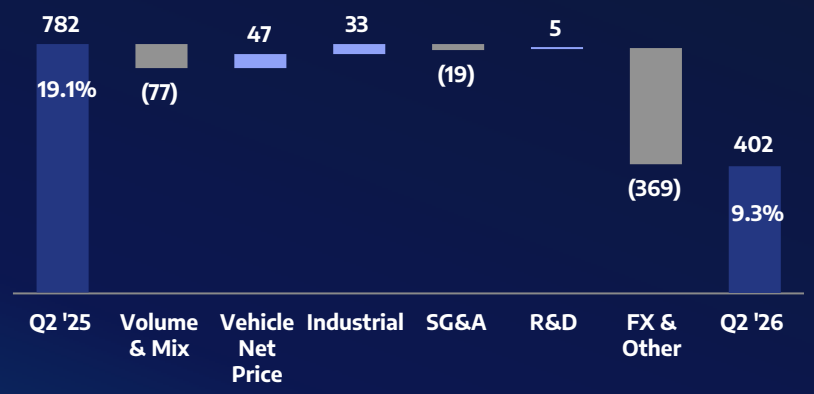
(€ billion)

Net Revenues



Adjusted Operating Income

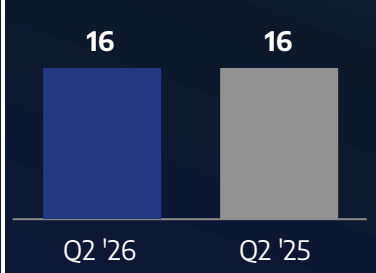
€ million
% = Adjusted Operating Income Margin



ASIA PACIFIC

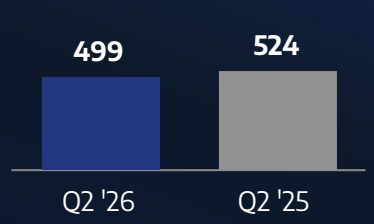
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Shipments



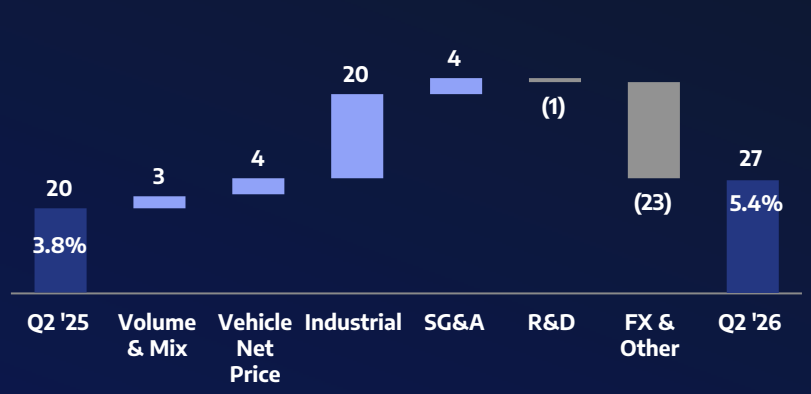
(€ million)

Net Revenues



Adjusted Operating Income

€ million
% = Adjusted Operating Income Margin



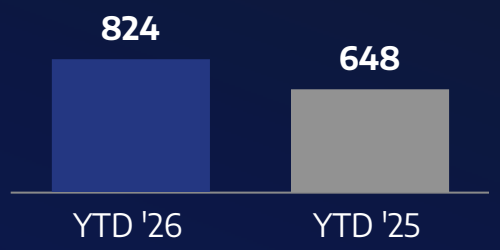
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JUNE YTD 2026 REGIONAL RESULTS

NORTH AMERICA

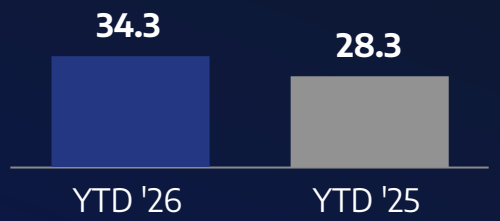
(000 units)

Shipments



(€ billion)

Net Revenues



Adjusted Operating Income

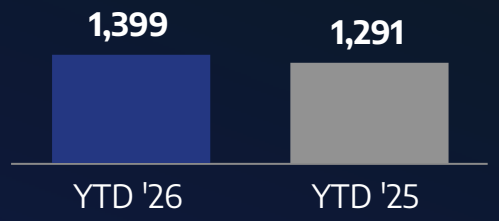
€ million
% = Adjusted Operating Income Margin



ENLARGED EUROPE

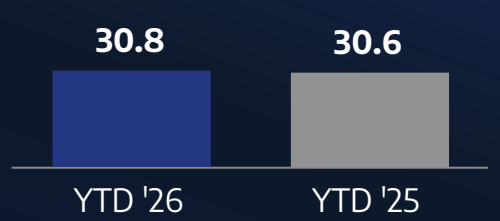
(000 units)

Shipments



(€ billion)

Net Revenues



Adjusted Operating Income

€ million
% = Adjusted Operating Income Margin



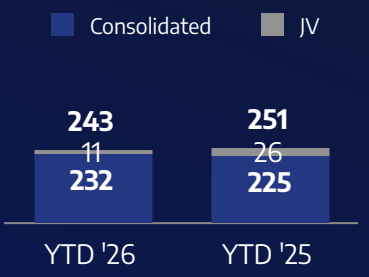
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JUNE YTD 2026 REGIONAL RESULTS

MIDDLE EAST & AFRICA

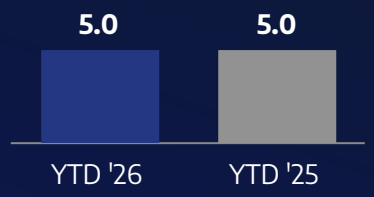
(000 units)

Shipments



(€ billion)

Net Revenues



Adjusted Operating Income

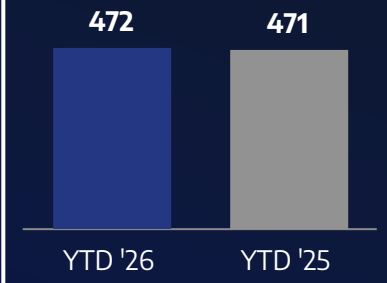
€ million
% = Adjusted Operating Income Margin



SOUTH AMERICA

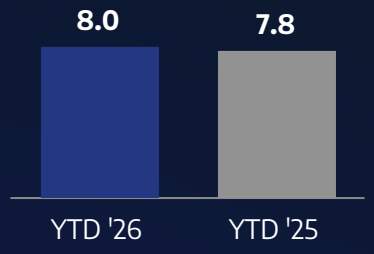
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Shipments



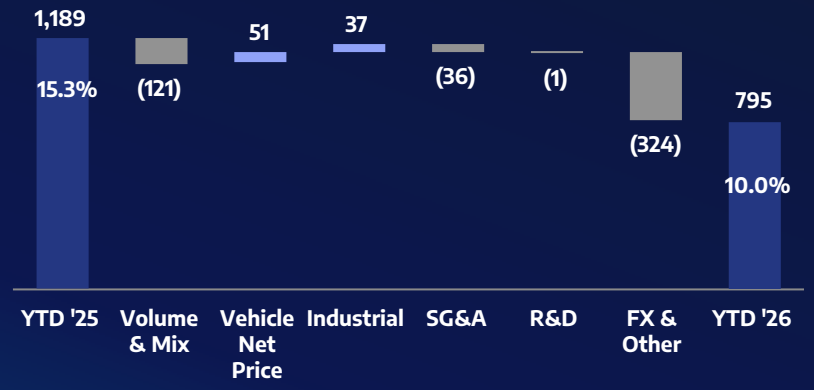
(€ billion)

Net Revenues



Adjusted Operating Income

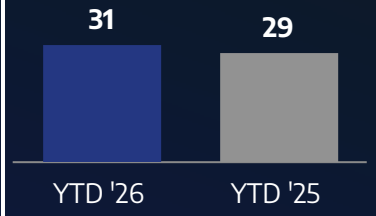
€ million
% = Adjusted Operating Income Margin



ASIA PACIFIC

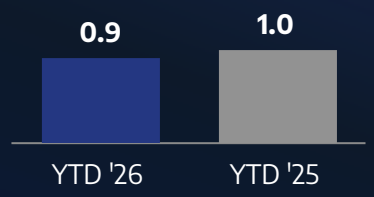
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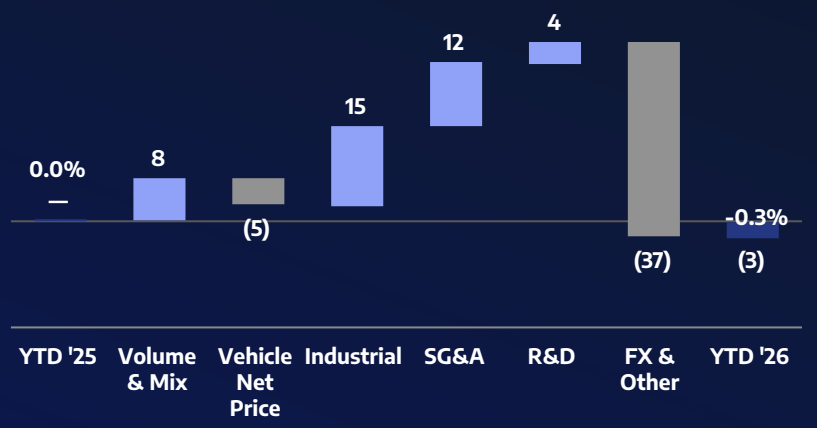
(€ billion)

Net Revenues



Adjusted Operating Income

€ million
% = Adjusted Operating Income Margin



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

RECONCILIATION OF NET PROFIT TO ADJUSTED OPERATING INCOME - Q2 '26

€ million	North America	Enlarged Europe	Middle East & Africa	South America	Asia Pacific	Other*	Stellantis
Net revenues from external customers	18,193	16,423	2,566	4,294	499	1,507	43,482
Net revenues from transactions with other segments	—	3	(1)	44	—	(46)	—
Net revenues	18,193	16,426	2,565	4,338	499	1,461	43,482
Net profit/(loss)							293
Tax expense/(benefit)							207
Net financial expenses/(income)							202
Operating income/(loss)							702
Adjustments:							
Restructuring and other costs, net of reversals[1]	(14)	358	—	37	1	2	384
Takata airbags recall campaign[2]	—	51	—	1	—	—	52
Costs related to product plan realignment and program cancellations[3]	40	—	—	—	—	—	40
U.S. Greenhouse gas ("GHG") regulation change	—	—	—	—	—	—	—
Renegotiated regulatory purchase commitments of credits[4]	(317)	—	—	—	—	—	(317)
(Gains)/losses on disposal of investments[5]	—	—	—	(2)	—	(69)	(71)
Other	(9)	(4)	2	—	(4)	(2)	(17)
Total Adjustments	(300)	405	2	36	(3)	(69)	71
Adjusted Operating Income	284	(94)	329	402	27	(175)	773

(*) Other activities, unallocated items and eliminations
(1) Primarily related to workforce reductions, mainly in Enlarged Europe
(2) Related to stop-drive campaign on certain vehicles mainly in Enlarged Europe
(3) Primarily related to costs incurred as result of product plan realignments and program cancellations in North America
(4) Includes a net gain of €317 million within Cost of revenues related to renegotiated contractual commitments for the purchase of regulatory compliance credits
(5) Comprised primarily of gains recognized as a result of the loss of significant influence over Archer Aviation inc. ("Archer")and the resulting termination of the equity method, and a dilution gain related to the investment in Comau Group

RECONCILIATION OF NET PROFIT TO ADJUSTED OPERATING INCOME - JUNE YTD '26

€ million	North America	Enlarged Europe	Middle East & Africa	South America	Asia Pacific	Other*	Stellantis
Net revenues from external customers	34,307	30,797	4,953	7,877	934	2,746	81,614
Net revenues from transactions with other segments	-	4	-	84	-	(88)	-
Net revenues	34,307	30,801	4,953	7,961	934	2,658	81,614
Net profit/(loss)							670
Tax expense/(benefit)							368
Net financial expenses/(income)							352
Operating income/(loss)							1,390
Adjustments:							
Restructuring and other costs, net of reversals[1]	(21)	458	4	37	2	2	482
Takata airbags recall campaign[2]	-	100	5	1	-	-	106
Costs related to product plan realignment and program cancellations[3]	221	(25)	-	-	-	-	196
U.S. GHG regulation change[4]	(66)	-	-	-	-	-	(66)
Renegotiated regulatory purchase commitments of credits[5]	(317)	-	-	-	-	-	(317)
(Gains)/losses on disposal of investments[6]	-	12	-	(2)	-	(69)	(59)
Other	8	(3)	2	-	(4)	(2)	1
Total Adjustments	(175)	542	11	36	(2)	(69)	343
Adjusted Operating Income	547	(86)	611	795	(3)	(131)	1,733

(*) Other activities, unallocated items and eliminations
(1) Primarily related to workforce reductions, mainly in Enlarged Europe
(2) Related to stop-drive campaign on certain vehicles mainly in Enlarged Europe
(3) Primarily related to costs incurred as result of product plan realignments and program cancellations, including €221 million recognized in North America, as well as a provision reversal of €25 million in Enlarged Europe
(4) Following the repeal of the U.S. GHG emissions standards, the Company recognized a gain of €66 million within Cost of revenues. The net gain consisted of an impairment of GHG-related Other intangible assets of €284 million and the elimination of the related GHG provision of €350 million
(5) Includes a net gain of €317 million within Cost of revenues related to renegotiated contractual commitments for the purchase of regulatory compliance credits
(6) Comprised primarily of (i) gains recognized as a result of the loss of significant influence over Archer and the resulting termination of the equity method, and a dilution gain related to the investment in Comau Group, and (ii) gains/(losses) recognized on the disposal of non-significant assets in Enlarged Europe

RECONCILIATION OF NET PROFIT TO ADJUSTED OPERATING INCOME - Q2 '25

€ million	North America	Enlarged Europe	Middle East & Africa	South America	Asia Pacific	Other*	Stellantis
Net revenues from external customers	13,834	16,387	2,674	4,030	521	1,002	38,448
Net revenues from transactions with other segments	-	-	-	62	3	(65)	-
Net revenues	13,834	16,387	2,674	4,092	524	937	38,448
Net profit/(loss)							(1,869)
Tax expense/(benefit)							(588)
Net financial expenses/(income)							63
Operating income/(loss)							(2,394)
Adjustments:							
Restructuring and other costs, net of reversals[1]	(3)	370	-	4	-	28	399
Takata airbags recall campaign[2]	-	174	-	-	-	-	174
Platform Impairments[3]	-	578	-	-	-	-	578
Costs related to program cancellations[4]	165	122	8	-	1	-	296
Fuel cell program discontinuation[5]	-	733	-	-	-	-	733
CAFE penalty rate[6]	269	-	-	-	-	-	269
Stellantis Türkiye disposal[7]	-	-	246	-	-	-	246
Other[8]	(63)	5	-	(1)	(1)	(28)	(88)
Total Adjustments	368	1,982	254	3	-	-	2,607
Adjusted Operating Income	(440)	(359)	392	782	20	(182)	213

* Other activities, unallocated items and eliminations
(1) Primarily related to workforce reductions, mainly in Enlarged Europe
(2) Related to stop-drive campaign on certain vehicles in Enlarged Europe announced in June 2025
(3) Due to reduced volumes, platforms used for Maserati and Alfa Romeo vehicles were impaired and recognized in Enlarged Europe for €578 million
(4) Primarily related to costs incurred as a result of program cancellations
(5) During the three months ended June 30, 2025, Stellantis decided to discontinue its fuel cell strategy. As a result, the following items have been impaired: (i) investment in Symbio(€179 million), (ii) loans granted to Symbio (€162 million), (iii) capitalized development expenditures and property, plant and equipment related to fuel cells (€329 million) and (iv) in addition, provisions for risks were recognized (€63 million)
(6) A As a result of the elimination of CAFE fines with the enactment of the One Big Beautiful Bill Act, net expense of €269 million included (i) elimination of the CAFE provision of €844 million, (ii) impairment of the regulatory credit assets of €609 million, and (iii) onerous contracts related to contractual purchase commitments for CAFE credits of €504 million
(7) Sale of Stellantis Türkiye to the Company's joint venture, Tofas, for which the Company recognized an estimated loss on disposal of €246 million, driven primarily by the recycling of the cumulative translation reserve from Equity to the Consolidated Income Statement upon disposal
(8) Comprised primarily of (i) adjustments to costs previously recognized to support the workforce during the transformation of certain plants in North America, (ii) gains on disposal of investments in Enlarged Europe and (iii) a gain from dilution related to the investment in Archer

RECONCILIATION OF NET PROFIT TO ADJUSTED OPERATING INCOME - JUNE YTD '25

€ million	North America	Enlarged Europe	Middle East & Africa	South America	Asia Pacific	Other*	Stellantis
Net revenues from external customers	28,303	30,555	4,956	7,698	1,006	1,743	74,261
Net revenues from transactions with other segments	-	2	6	73	4	(85)	-
Net revenues	28,303	30,557	4,962	7,771	1,010	1,658	74,261
Net profit/(loss)							(2,256)
Tax expense/(benefit)							(614)
Net financial expenses/(income)							160
Operating income/(loss)							(2,710)
Adjustments:							
Restructuring and other costs, net of reversals[1]	(41)	531	-	4	-	28	522
Takata airbags recall campaign[2]	-	239	-	-	-	-	239
Platform impairments[3]	-	578	-	-	-	-	578
Costs related to program cancellations[4]	327	134	8	319	1	-	789
Fuel cell program discontinuation[5]	-	733	-	-	-	-	733
CAFE penalty rate[6]	269	-	-	-	-	-	269
Stellantis Türkiye disposal[7]	-	-	246	-	-	-	246
Other[8]	(83)	(23)	-	-	2	(22)	(126)
Total Adjustments	472	2,192	254	323	3	6	3,250
Adjusted Operating Income	(982)	(67)	768	1,189	-	(368)	540

* Other activities, unallocated items and eliminations
(1) Primarily related to workforce reductions, mainly in Enlarged Europe, partially offset by a €41 million reduction in estimated North America restructuring costs
(2) Related to stop-drive campaign on certain vehicles in Enlarged Europe announced in June 2025
(3) Due to reduced volumes, platforms used for Maserati and Alfa Romeo vehicles were impaired and recognized in Enlarged Europe for €578 million
(4) Primarily related to costs incurred as a result of program cancellations
(5) During the six months ended June 30, 2025, Stellantis decided to discontinue its fuel cell strategy. As a result, the following items have been impaired: (i) investment in Symbio(€179 million), (ii) loans granted to Symbio (€162 million), (iii) capitalized development expenditures and property, plant and equipment related to fuel cells (€329 million) and (iv) in addition, provisions for risks were recognized (€63 million)
(6) As a result of the elimination of CAFE fines with the enactment of the One Big Beautiful Bill Act, the Company recognized a net expense of €97 million, comprised of net €172 million of CAFE credits recognized as a reduction of Cost of revenues, which remains included in Adjusted operating income as these amounts reduced prior year CAFE fines, and a net expense of €269 million, which is excluded from AOI and comprised of (i) elimination of the CAFE provision of €844 million, (ii) impairment of the regulatory credit assets of €609 million, and (iii) onerous contracts related to contractual purchase commitments for CAFE credits of €504 million
(7) Sale of Stellantis Türkiye to the Company's joint venture, Tofas, for which the Company recognized an estimated loss on disposal of €246 million, driven primarily by the recycling of the cumulative translation reserve from Equity to the Consolidated Income Statement upon disposal
(8) Comprised primarily of (i) adjustments to costs previously recognized to support the workforce during the transformation of certain plants in North America, (ii) gains on sales of real estate in Enlarged Europe and (iii) a gain from dilution related to the investment in Archer

RECONCILIATION OF DILUTED EPS TO ADJUSTED DILUTED EPS

€ million, unless otherwise stated	**Q2 '26**	Q2 '25	**JUNE YTD '26**	JUNE YTD '25
Net profit/(loss) attributable to owners of the parent	**266**	(1,869)	**656**	(2,240)
Coupon and tax impacts on Hybrid perpetual notes[1]	**(72)**	-	**(64)**	-
Weighted average number of shares outstanding (000)	**2,898,791**	2,884,704	**2,898,144**	2,882,611
Number of shares deployable for share-based compensation (000)[2]	**18,903**	-	**11,233**	-
Weighted average number of shares outstanding for diluted earnings per share (000)	**2,917,694**	2,884,704	**2,909,377**	2,882,611
Diluted earnings/(loss) per share (A) (€/share)	**0.07**	(0.65)	**0.20**	(0.78)
Adjustments, per above, net of taxes	**71**	2,607	**343**	3,250
Tax impacts on adjustments[3]	**67**	(308)	**19**	(470)
Total adjustments, net of taxes	**138**	2,299	**362**	2,780
Number of shares deployable for share-based compensation (000)	**-**	17,162	**-**	17,162
Impact of adjustments above, net of taxes, on Diluted earnings per share from continuing operations (€/share) (B)	**0.05**	0.80	**0.12**	0.96
Adjusted Diluted earnings per share (€/share) (A+B)	**0.12**	0.15	**0.32**	0.18

(1) In 2026, following the issuance of Hybrid perpetual notes classified as equity, coupons accrued on these instruments, together with the Hybrid perpetual notes, are accounted for in a separate reserve within equity, which is not available for distribution to equity holders. The deferred tax effect arising from the issuance discount and other costs on the Hybrid perpetual notes is also recognized directly in equity within Retained earnings and other reserves. Accordingly, the coupon accrued and the deferred tax impact are deducted from Net profit/(loss) attributable to the equity holders of the parent in calculating both basic and diluted earnings per share. No such adjustment was required in 2025, as no Hybrid perpetual notes were outstanding during that period
(2) For the three-month and six-month periods ended June 30, 2025, the Company reported a loss attributable to the owners of the parent. Consequently, the potential dilutive impact of share-based payment plans was excluded from the calculation of diluted earnings/(loss) per share, as their inclusion would have been anti-dilutive. However, for the purpose of calculating Adjusted diluted earnings per share, the adjusted net result reflects a profit. Therefore, the potential dilutive effect of share-based payment plans has been included in this calculation, as their impact is dilutive under these circumstances
(3) Tax impact on adjustments is calculated based on the expected local country tax implications for each adjustment

RECONCILIATION OF CASH FLOWS FROM OPERATING ACTIVITIES TO INDUSTRIAL FREE CASH FLOWS

€ million	**Q2 '26**	Q2 '25	**JUNE YTD '26**	JUNE YTD '25
Cash Flows from Operating Activities	**(169)**	559	**(2,887)**	(2,287)
Less: Financial Services, Net of Inter-Segment Eliminations	**(2,951)**	(2,056)	**(5,444)**	(4,397)
Less: Capital Expenditures and Capitalized R&D Expenditures and Change in Amounts Payable on Property, Plant and Equipment and Intangible Assets for Industrial Activities	**1,445**	2,487	**3,066**	5,136
Add: Proceeds from Disposal of Assets and Other Changes in Investing Activities	**(5)**	338	**(7)**	473
Less: Contributions of Equity to JVs and Minor Acquisitions of Consolidated Subsidiaries and Equity Method and Other Investments	**341**	456	**424**	480
Add: Defined Benefit Pension Contributions, Net of Tax	**9**	21	**19**	28
Industrial Free Cash Flows	**1,000**	31	**(921)**	(3,005)

RECONCILIATION OF DEBT TO INDUSTRIAL NET FINANCIAL POSITION

€ million	**At June 30, 2026**	At Dec 31, 2025
Debt with third parties (excluding held for sale)	**(52,062)**	(45,947)
Current Financial Receivables from Jointly-Controlled Financial Services Companies	**993**	603
Derivative Financial Assets/(Liabilities), Net and Collateral Deposits	**106**	181
Financial Securities	**880**	1,362
Cash and Cash Equivalents	**33,697**	30,146
Industrial Net Financial Position Classified as Held for Sale	**4**	-
Net Financial Position	**(16,382)**	(13,655)
Less: Net Financial Position of Financial Services	**(26,417)**	(20,349)
Industrial Net Financial Position	**10,035**	6,694

DEBT MATURITY SCHEDULE - INDUSTRIAL ACTIVITIES

Outstanding June 30 2026 (€ billion)		2026	2027	2028	2029	2030	Beyond
19.8	Capital Markets Debt	-	2.2	2.7	1.9	2.7	10.5
0.6	Bank Debt	0.3	0.1	0.0	0.0	0.0	0.1
0.3	Other Debt	0.1	0.0	0.0	0.0	0.0	-
2.6	Lease Liabilities	0.6	0.5	0.3	0.2	0.2	0.9
23.3	**Total Industrial Cash Maturities**	**1.0**	**2.8**	**3.1**	**2.1**	**2.8**	**11.5**
31.2	Cash, Cash Equivalents and Financial Securities						
12.3	Undrawn Committed Credit Lines						
44.1	**Total Industrial Available Liquidity**						

Figures may not add due to rounding

AVAILABLE LIQUIDITY

Outstanding June 30 2026 (€ billion)			
	Group	**Industrial Activities**	Financial Services
Cash, Cash Equivalents and Financial Securities	34.6	**31.8**	2.8
Undrawn Committed Credit Lines	13.8	**12.3**	1.5
Total Available Liquidity	48.4	**44.1**	4.3

Figures may not add due to rounding

RESEARCH AND DEVELOPMENT COSTS AND EXPENDITURES

€ million	Q2 2026	Q2 2025	JUNE YTD 2026	JUNE YTD 2025
Research and Development Expenditures Expensed	**807**	678	**1,669**	1,411
Amortization of Capitalized Development Expenditures	**462**	513	**923**	1,088
Impairment and Write-off of Capitalized Development Expenditures	**39**	747	**156**	872
Total Research and Development Costs	**1,308**	1,938	**2,748**	3,371
Capitalized Development Expenditures excl. Borrowing Costs(1)	**660**	840	**1,273**	1,705
Research and Development Expenditures Expensed	**807**	678	**1,669**	1,411
Total Research and Development Expenditures	**1,467**	1,518	**2,942**	3,116

(1) Does not include capitalized borrowing costs in accordance with IAS 23 - Borrowing costs (Revised)

Figures may not add due to rounding

APPENDIX



Citroën Ami Rip Curl Limited Edition


STELLANTIS