STELLANTIS

Peugeot E-3008
Up to 680km Range
(WLTP Cycle)

FIRST HALF 2024 RESULTS

This document, in particular references to "FY 2024 Guidance", contains forward looking statements. Statements regarding future financial performance and the Company's expectations as to the achievement of certain targeted metrics, including revenues, industrial free cash flows, vehicle shipments, capital investments, research and development costs and other expenses at any future date or for any future period are forward-looking statements. These statements may include terms such as "may", "will", "expect", "could", "should", "intend", "estimate", "anticipate", "believe", "remain", "on track", "design", "target", "objective", "goal", "forecast", "projection", "outlook", "prospects", "plan", or similar terms. Forward-looking statements are not guarantees of future performance. Rather, they are based on the Company's current state of knowledge, future expectations and projections about future events and are by their nature, subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future and, as such, undue reliance should not be placed on them.

Actual results may differ materially from those expressed in forward-looking statements as a result of a variety of factors, including: the Company's ability to launch new products successfully and to maintain vehicle shipment volumes; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclicality; the Company's ability to successfully manage the industry-wide transition from internal combustion engines to full electrification; 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; changes in trade policy, the imposition of global and regional tariffs or tariffs targeted to the automotive industry, the enactment of tax reforms or other changes in tax laws and regulations; the level of governmental economic incentives available to support the adoption of battery electric vehicles; the impact of increasingly stringent regulations regarding fuel efficiency requirements and reduced 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; the Company's ability to attract and retain experienced management and employees; exposure to shortfalls in the funding of the Company's defined benefit pension plans; the Company's ability to provide or arrange for access to adequate financing for dealers and retail customers and associated risks related to the 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.

H1 2024 UPDATE: NAVIGATING OUR IMPORTANT TRANSITION

Fiat Grande Panda
Relaunching a FIAT Icon
as a <€25k BEV

Double-Digit AOI Margin & €6.7B Capital Return	Transition in Full Motion 10 H1 Product Launches	Challenges Clear: Actions Underway

Ram 1500 RHO
Highest Horsepower Per Dollar of Any Performance Truck

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Delivered Double-Digit AOI Margin & €6.7B Capital Return

€85B in Net Revenues and €8.5B Adj. Operating Income
AOI margin of 10% achieved

Industrial Free Cash Flow Near Zero
Lower AOI, impacted by H1-weighted investments and working capital fluctuations

Continued Strong Capital Return
Returned €6.7B to shareholders in H1, with FY plan of at least €7.7B executing on schedule

Transition in Full Motion, 10 H1 Product Launches

New Ram 1500 in NA
Cornerstone product with benchmark ICE powertrains; deliveries ramping up with more variants launching in H2

European C-Segment Offensive
First STLA Medium offers Peugeot 3008 & first E-3008 BEV variant, followed by Peugeot 5008 & Opel Grandland

Generational Portfolio Transition
Robust launches continue in ’24 and ’25, expanding multi-energy offerings and advancing platform consolidation

Challenges Clear: Actions Underway

Stabilizing Share Dynamics
Despite y-o-y declines, U.S. share increased each month in Q2; EU30 share improved H2 ’23 to H1 ’24

Improving Inventory Discipline
Enlarged Europe achieved considerable reduction in H1; focus turns to North America in H2

Cost Actions Deliver Higher H2 Savings
H1 headwinds mitigated by savings from raw materials and logistics, with €500M in further reduction expected in H2 vs. H1

Refer to Appendix for definitions and notes to the presentation

Maserati Grecale Folgore
January

Ram 1500
February

Peugeot 3008
April

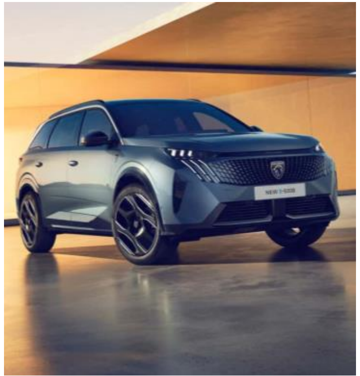
Lancia Ypsilon
May

Peugeot 2008
SA Localization - June

2024 Product Blitz: Launched in H1

Citroën Basalt
June

Peugeot 5008
June



Small Van
April

Medium Van
March

Large Van
April

Dodge
Charger Daytona

Jeep®
Wagoneer S

Ram
1500 REV

Jeep®
Recon

Ram
1500 Ramcharger

2024 Product Blitz: Coming Soon

Citroën C3

Alfa Romeo
Junior

Opel Grandland

Opel
Frontera

Fiat
Grande Panda


STLA Large Platform

CHOICE

Comprehensive Multi-Energy Portfolio & Manufacturing

Product portfolio featuring **full-spectrum of powertrain choice** for varying customer needs

Manufacturing Flexibility: multiple powertrains, same production lines

Expanding 4xe tech to Jeep® Gladiator and Wagoneer in 2025


Citroën Ë-C3

AFFORDABILITY

Rapid Deployment of Smart Car Platform Family of Products

Competitive BEV products at an attractive **€23k** starting price point, ICE variants begin at mid-teens

2024 launches include C3, C3 Aircross, Frontera and Panda

Cost-prioritized, assembled locally, focused on BCC-sourcing

PERFORMANCE

Benchmark Performance Across Each Drive Type

New I6 turbo Hurricane ICE motor raises benchmark on efficient power

Peugeot E-3008 launching with **class-leading** 680km range(1)

Ramcharger & Jeep® Wagoneer **REEVs** launch in '25; EV propulsion w/ little reliance on charge network


e-ROUTES

PRODUCTIVITY

Software That Makes Businesses More Effective and Profitable

e-ROUTES: EV-tailored navigation solutions for commercial applications

Connect Fleet by Free2Move for fleet management & optimization

AppMarket: in-vehicle connectivity and entertainment hub AI-powered by **ChatGPT**

(1) WLTP cycle

AOI Margin at 11.4%
Steep decline by 610 bps y-o-y, with AOI at €4.4B down €3.7B y-o-y

H1 Market Share 8.2% Down 180 bps
y-o-y; U.S. market share delivered 130 bps sequential improvement from April to June

Strong Positioning in Electrification
#1 rank in U.S. PHEV(1) & #2 in LEV(1) sales; NA H1 LEV sales up 27% y-o-y to 83k units

Transition Gaps in Key Segments
>100K units lower shipments y-o-y due to temporary absence of small/mid-size SUVs & full-size cars

Brand Equity Remains Strong
Ram #1 Industry Brand in J.D. Power 2024 U.S. Initial Quality Study; Jeep® awarded most patriotic brand for the 23rd year in a row

Addressing Commercial Challenges
taking action to manage high inventory levels, improve competitiveness, and respond to industry pricing pressure


Dodge Charger Daytona


Jeep® Gladiator and Jeep® Wrangler

(1) Per S&P Global May '24 year-to-date vehicle registrations (most current data available); PC + light-duty trucks

	Enhancing Market Approach	Optimizing Product Portfolio	Reducing Industrial Costs
RESPONSIVE ACTIONS UNDERWAY	• **Reducing production** for Q3 '24 • **Calibrating incentives** to be more relevant/marketable • Gradual **price adjustments**	• **BEV segment ramp up** begins H2 '24 • Additional **Ram LD** trims in H2 '24 • **Dodge Charger** 2+4dr ICE+BEV, **Jeep®** mid-size SUV returning over '24 -'25	• **Aligning shifts/capacity** to demand • Initiating new **quality initiatives** • Progressing **BCC content**
DEMANDING PERFORMANCE OBJECTIVES	Normalizing inventory and DoS by early 2025	Progressively eliminating portfolio gaps	Dual focus on cost and quality

AOI Margin at 6.9%
down 380 bps; AOI €2.1B, down €1.7B y-o-y, due to product mix, net pricing and lower shipments to reduce inventory stock levels

EU30 H1 Market Share 18.2%
down 80 bps y-o-y, but up 60 bps sequentially, with sales growing 1% y-o-y

#3 in EU30 BEV Sales
13.2% BEV market share in H1, closing the gap with #2 OEM by 50 bps, despite sales decline of 11% y-o-y

Normalized Inventory: DoS Down ~40%
since Dec '23, from >100 days to 64 days, due to optimized transportation and logistics flows

Extending Hybrid(1) Powertrain
with 53% sales growth y-o-y in EU30; 30 new models to be available this year, delivering up to 20% fuel economy vs. ICE

Strong Product Launch Traction
with encouraging demand for new products, including the Peugeot 3008, Citroën C3, C3 Aircross, Fiat Grande Panda & Opel Frontera


Citroën ë-C3

Alfa Romeo Junior 280 VELOCE


Peugeot E-3008

(1) Hybrid Powertrain includes MHEV and non plug-in HEV vehicles

THIRD ENGINE[1] AGGREGATED AOI €2.3B; EXCEEDS ENLARGED EUROPE FOR FIRST TIME

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MIDDLE EAST & AFRICA

AOI Margin of 20.9%
AOI of €1.0B, down 14% y-o-y;
Net Revenues up 7% y-o-y

Maintaining #2 Position
H1 market share 13.2%, down 180 bps y-o-y due to temporary local regulatory matters

#1 CV Ranking Achieved
for the first time in an H1 period, with market share up 180 bps y-o-y

Start of Fiat Doblò Production in Algeria

SOUTH AMERICA

Record AOI Margin of 15.6%
AOI up 7% y-o-y to €1.1B despite lower volume; pricing discipline remains consistent

Sustained Regional Leadership
with 22.7% market share in H1, nearly double closest competitor

Pickup Leader in the Region
with combined sales of Fiat Strada/Toro and Ram Rampage up 25% y-o-y

Nova Fiat Strada

CHINA AND INDIA & ASIA PACIFIC

AOI Margin of 5.3%
down 950 bps y-o-y, reflecting lower shipments and FX headwinds

€1.3B New Business Awarded
to India & Asia Pacific suppliers, bringing sourcing for local production to 87%

Expanding Regional Presence
Launching Citroën C3, ë-C3, C3 Aircross in Indonesia; started NSC in Malaysia

Jeep® Wrangler launch in IAP

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

FAST GROWTH OF FINANCIAL SERVICES

U.S. Finco Scaling Ahead of Plan
Receivables >$10B (initial December 2024 target achieved)

Leasys[1] Leasing Company Expanding in Europe
Fleet units of 887k, up 7% y-o-y, and on track to reach >1M by 2026

Brazil Finco with all Products
Receivables of BRL 4.7B have doubled in retail compared to 2023

STELLANTIS FINANCIAL SERVICES

INDEPENDENT AFTERMARKET OFFENSIVE[2] EXPANDS

27% Sales Growth y-o-y[3]
with inclusion of DPaschoal in SA, increase of 17% in private label sales

Product Offering Expansion
360° Multi-brand offer covers 90% of VIO[4] high-turnover parts in EU G5 and MEA addressed markets

Growth in Independent Affiliated Network
>6.5k garages worldwide (+11% y-o-y); #3 in SA and #3 in EU G10

STELLANTIS PARTS & SERVICES

(1) Fleet and receivables figures refer to "Pro-forma overview", inclusive of former F2M Lease figures
(2) Activities are included within the financial results of each respective segment
(3) IAM representing 70% of current total aftermarket (source: McKinsey), and Stellantis global IAM sales representing 17% of global company parts revenue
(4) VIO defined as Vehicles in operation

FINANCIAL RESULTS

Shipments (Consolidated)	Net Revenues	AOI Margin*	Adjusted Diluted EPS*	Industrial FCF*
2.9M	€85B	10.0%	€2.36	-€0.4B
-10%	-14%	-440 bps	-35%	down from €8.7B
Driven by combination of lower sales & tighter inventory management compared to prior-year period	Lower volume/mix and FX headwinds outweigh stable net pricing; Q2 ’24 +4% sequentially	Decline in shipments, adverse regional mix and FX headwinds partly offset by purchasing savings and efficiency initiatives	Lower AOI, partly offset by reduced share count due to buyback activity	Lower AOI, working capital headwinds and increased R&D/CapEx

Results reflect challenging NA environment and LEV transition impacts

Maintaining 2024 guidance: new product wave to help offset U.S. inventory management actions

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

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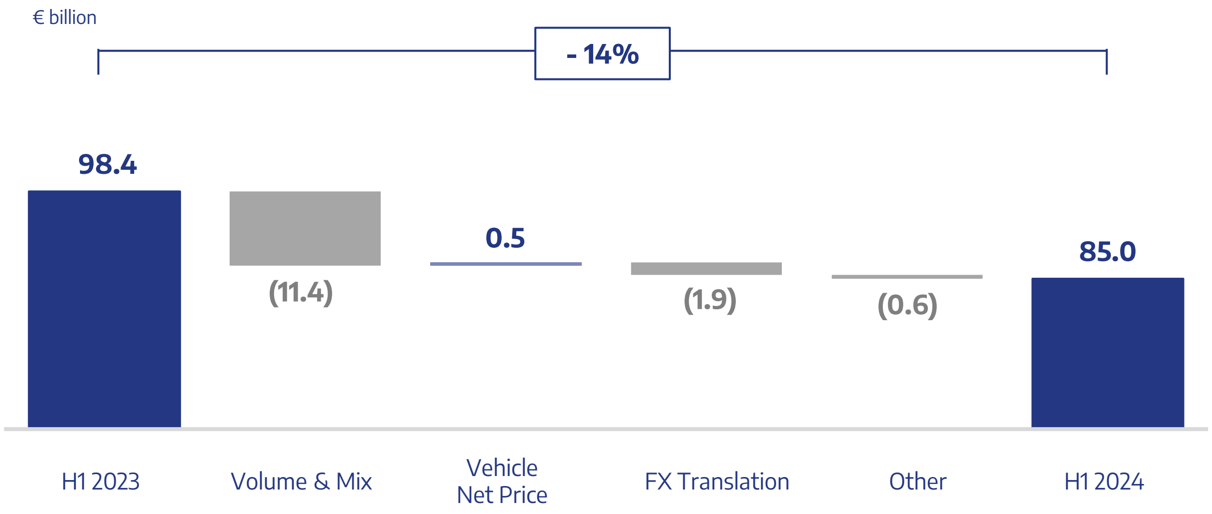
NET REVENUES

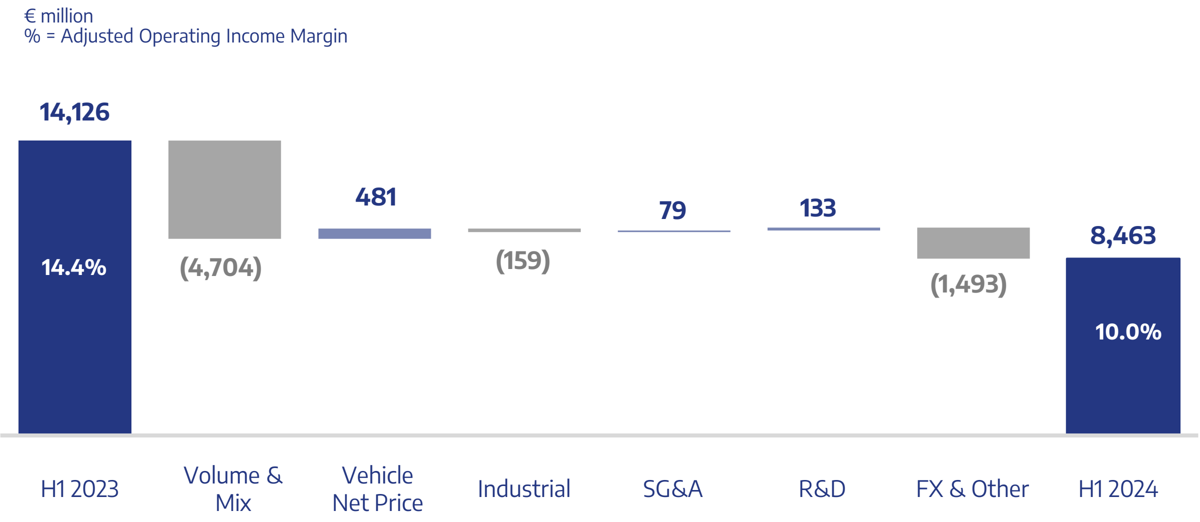


- **Volume & Mix** -12% y-o-y, mostly due to lower shipments, largely attributable to discontinued products in North America and actions to manage inventories in Enlarged Europe, as well as adverse regional mix
- **Vehicle Net Price** steady y-o-y, with positive pricing actions from Middle East & Africa and South America offsetting reductions in North America and Enlarged Europe
- **FX Translation** -2% y-o-y, mainly due to translation impacts of the Turkish Lira and Argentine Peso

Figures may not add due to rounding

AOI BRIDGE REFLECTS PRICING & COST DISCIPLINE TO MITIGATE VOLUME & MIX DECLINE

ADJUSTED OPERATING INCOME*



- **Volume & Mix** -33% y-o-y, largely attributable to North America and Enlarged Europe
- **Vehicle Net Price** +3% y-o-y, with positive pricing actions from Middle East & Africa and South America offsetting reductions in North America and Enlarged Europe
- **Industrial, SG&A and R&D** aggregated impact stable y-o-y, reflecting strict cost management
- **FX & Other** -11% y-o-y, mainly due to negative FX impacts of Turkish Lira and Argentine Peso

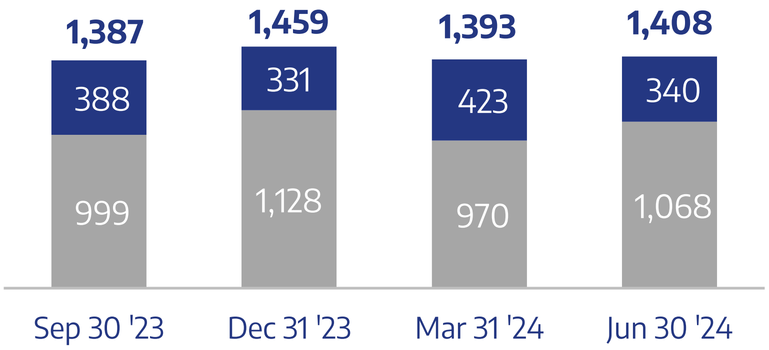
* Refer to Appendix for definitions of supplemental financial measures and reconciliations to applicable IFRS metrics

Figures may not add due to rounding

NEW VEHICLE INVENTORY: SOLID PROGRESS IN ENLARGED EUROPE; NA TASK REMAINS

Sequential Development

000 units

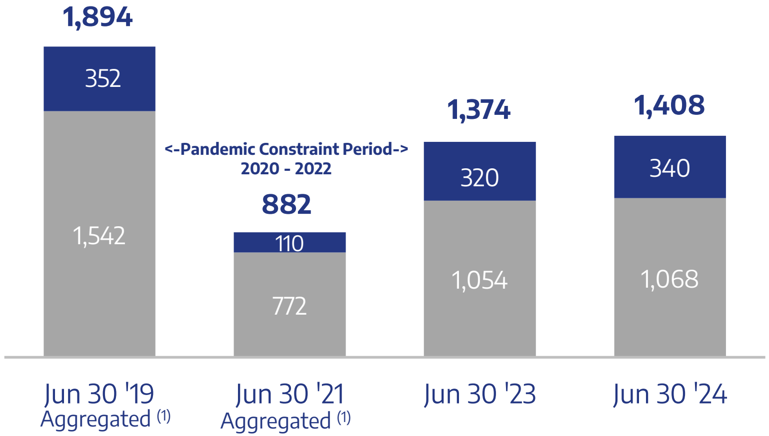


Company

Independent dealers

Longer-Term Development

000 units



- **Inventory up minimally vs. Q1 '24 but reduced moderately vs. year-end '23,** primarily due to de-stocking in Enlarged Europe, as outbound delivery logistic pipelines benefited from operational improvement
- **Third Engine[(2)] inventories down,** despite MEA inventory growth caused by temporary local regulations, which impacted deliveries in Turkey & Algeria

- **Long-term comparisons show** inventory levels have stabilized below pre-pandemic levels, reflecting structural shifts in regional mix, a higher proportion of build-to-order sales and lower post-pandemic era volumes
- **Focused to reduce inventories** to leaner levels in H2, particularly in North America

(1) Represents simple aggregation of FCA and PSA inventory units as of period end
(2) The "Third Engine " refers to the aggregation of the South America, Middle East & Africa and China and India & Asia Pacific segments for presentation purposes only

IFCF CLOSE TO ZERO DUE TO LOWER PROFITABILITY, CAPEX & WORKING CAPITAL HEADWINDS

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Industrial AOI* to Industrial FCF Bridge

€ million	H1 2024	H1 2023
Industrial Adj. Operating Income	**8,223**	13,848
Depreciation & Amortization	**3,579**	3,727
Capital Expenditures[1]	**(6,770)**	(4,992)
Working Capital[2]	**(4,124)**	(1,784)
Financial Charges & Taxes	**(1,312)**	(1,960)
Provisions & Other	**12**	(184)
Industrial Free Cash Flow	**(392)**	8,655

- **Capital Expenditures** increase driven by H1-weighted investments to launch new products, as well as higher investments in battery joint ventures
- **Working Capital** increase driven largely by approximately €2B difference in adjustments to sales provisions y-o-y and lower payables
- **Industrial Free Cash Flow** negatively impacted at period-end by settlement delay of (€0.8B) that will now be recognized in H2 '24

(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

DELIVERING €2.36 ADJ. DILUTED EPS AND MAINTAINING STRONG LIQUIDITY

€ million, except as otherwise stated	H1 2024	H1 2023	H1 2024 vs. H1 2023
Combined Shipments(1,2) (000 units)	**2,931**	3,327	**- 12%**
Consolidated Shipments(1) (000 units)	**2,872**	3,202	**- 10%**
Net Revenues	**85,017**	98,368	**- 14%**
Operating Income	**6,639**	13,541	**- 51%**
Net Financial Expenses/(Income)	**(350)**	(69)	**+ 407%**
Profit Before Taxes	**6,989**	13,610	**-49%**
Tax Expense	**1,342**	2,692	**- 50%**
Net Profit	**5,647**	10,918	**- 48%**
Diluted EPS (€/share)	**1.86**	3.45	**- 46%**
Adjusted Operating Income*	**8,463**	14,126	**- 40%**
Adjusted Operating Income Margin*	**10.0%**	14.4%	**- 440 bps**
Adjusted Diluted EPS €/share	**2.36**	3.61	**- 35%**
Industrial Free Cash Flows*	**(392)**	8,655	**n.m.**
Industrial Net Financial Position*	**22,227** (at June 30 '24)	29,487 (at Dec 31 '23)	**- 25%** (Jun vs. Dec)
Industrial Available Liquidity	**53,902** (at Jun 30 '24)	61,056 (at Dec 31 '23)	**-12%** (Jun vs. Dec)

- **Operating income** includes unusual charges of €1.8B, due mostly to restructuring costs in Enlarged Europe and Maserati impairment charge
- **Net Financial Income** of €350M driven by interest on cash investments, partly offset by FX losses
- **Tax Expense** down €1.4B y-o-y mainly due to lower profitability
- **Industrial Net Financial Position and Industrial Available Liquidity** reflect dividend payment and share buybacks

(1) Combined shipments include shipments by Company's consolidated subsidiaries and unconsolidated joint ventures, whereas Consolidated shipments only include shipments by Company's consolidated subsidiaries
(2) China shipments from DPCA no longer included in Combined Shipments as of Nov '23; prior periods have not been restated
* Refer to Appendix for definitions of supplemental financial measures and reconciliations to applicable IFRS metrics
n.m. – not meaningful

2024 Capital Return Plan

Amounts in € billions

H1 '24 Progress

€2.0B

Shares repurchased through stock buyback plan in first six months of 2024

€4.7B

Ordinary dividends paid; €1.55 per share represents 7% yield on beginning of year stock price

FY '24 Impact

>4%

Expected reduction in shares outstanding compared to prior-year period, with completion of €3.0B 2024 buyback plan

25-30%

Payout guideline on income; Dividend payout ratio expected to move from 25% in prior year to **upper-end of range**

Revenue Backdrop	AOI Margin*	Industrial Free Cash Flows*
Neutral	**Double-Digit**	**Positive**
Affordability Constraints Improved Prices Drive Competition Later Interest Rate Cuts	**Tailwinds** ↑ €500M Cost Reduction H2 vs. H1 ↑ Non-repeat of NA Strike Impacts ↑ Efficiency & BCC Initiatives **Headwinds** ↓ Geographic Mix ↓ Pricing Pressure ↓ Higher LEV Mix Impact	Above-Average Profitability Disciplined Investment Plans WC Headwinds Stabilized

* Refer to Appendix for definitions of supplemental financial measures

CEO CLOSING REMARKS

Jeep® Wrangler

STELLANTIS

DIFFERENTIATORS

- Iconic and innovative brands reaching all price points across multiple regions
- Comprehensive multi-energy platforms and manufacturing
- Unique China strategy

#2
Most Profitable OEM(1)
2022 and 2023

2024 CHALLENGES

- Market share declines and heightened inventory levels
- Uncertainty in LEV/BEV adoption rates
- Positioning to navigate complex regulatory environment

GUIDANCE AFFIRMED

VALUE CREATION

- Leading capital return with 2 consecutive years of buyback increases
- >30% more efficient on capital investments vs. peers
- Continued strong TSR potential

11%
Annual Return Yield
Based on Market Cap as of Jan 1 '24

TECHNOLOGY

- 4 BEV-native, multi-energy platforms plus Smart Car platform
- Key next-gen enabling software on track for '24 completion, '25 deployment

~60%
Of Investments to Multi-Energy & Software
Through 2027

(1) From peer group of OEMs including BMW, Ford, GM, Honda, Hyundai, Mercedes-Benz, Nissan, Renault Group, Tesla, Toyota, and Volkswagen

LEVERAGING KEY PARTNERSHIP TO ACCELERATE GROWTH

Strong Leapmotor Growth in China

Leapmotor (21% Stellantis Ownership)

- Sales nearly doubling y-o-y to 87k units, in H1 '24
- Successful launch of C10 in Mar '24 and C16 in Jun '24
- #4-ranked Chinese startup NEV by sales in Jun '24
- Cumulative sales crossing 400k mark

H2 '24 Global Expansion On-Schedule

Leapmotor Int'l JV (51% Stellantis Ownership)

- European introduction on track for Sep '24 launch
  - A-segment T03 to be assembled in Europe in existing Stellantis facility; C-UV segment C10 to be imported from China
  - At least one new model to go on sale every year in the next three years
- IAP, MEA and SA to follow in Q4 '24

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LEAPMOTOR

125 Years of Opel Automobiles: Forever Forward Since 1899!

Iconic German Brand

- Opel celebrates 125 years of automobiles
- Pioneering spirit & democratization of innovations

Rüsselsheim Transformation

- Astra variants built on one line; own battery shop
- grEEn-campus project supports Stellantis carbon net zero target

Electrification Offensive

- Spacious Frontera BEV starting at <€29k
- With Frontera and new Grandland, Opel is the first German brand offering a BEV version of every model

Grande Panda Illustrates Fiat’s Exciting Future

Legendary Italian Hero

- FIAT celebrates its 125th anniversary
- One of the longest-operating OEMs

Multi-Region Local Leader

- #1 Brand in Italy, Brazil, Turkey & Algeria
- Stellantis #1 Brand in terms of volume

New Global Family Arriving

- Grande Panda BEV starting at <€25k
- New Fiat products to leverage shared platforms and technology for first time

H1 2024 UPDATE: NAVIGATING OUR IMPORTANT TRANSITION

Fiat Grande Panda
Relaunching a FIAT Icon as a <€25k BEV

Double-Digit AOI Margin & €6.7B Capital Return

Transition in Full Motion 10 H1 Product Launches

Challenges Clear: Actions Underway

APPENDIX

DEFINITIONS AND NOTES TO PRESENTATION

For purposes of this presentation, and unless otherwise stated:

- **All Stellantis reported BEV and LEV sales** include Citroën Ami, Fiat Topolino and Opel Rocks-e; in countries where these vehicles are classified as quadricycles, they are excluded from Stellantis reported combined sales, industry sales and market share figures
- **BCC** = Best Cost Country
- **Circular Economy** activities are included within the financial results of each respect segment
- **Commercial Vehicles** revenues are an aggregation of revenues reported in Net Revenues of the respective segments
- **DoS** = Days of Sales
- **EU30 =** EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK
- **EU G10 =** Austria Belgium, France, Germany, Italy, Netherlands, Poland, Portugal, Spain and UK
- **EU G5 =** France, Germany, Italy, Spain and UK
- **LEV =** Low emission vehicles, which include battery electric (BEV), plug-in hybrid (PHEV), range-extender electric vehicle (REEV), and fuel cell electric (FCEV) vehicles
- **MCA =** Mid-cycle action
- **NA =** North America**, U.S. =** United States, **SA =** South America, **MEA =** Middle East & Africa, **IAP =** India & Asia Pacific
- **NSC** = National Sales Company
- **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
- **SOP =** Start of Production
- **TSR =** Total Shareholder Return
- **U.S. PHEV and LEV rankings** are per S&P Global vehicle registrations
- **WC =** Working Capital

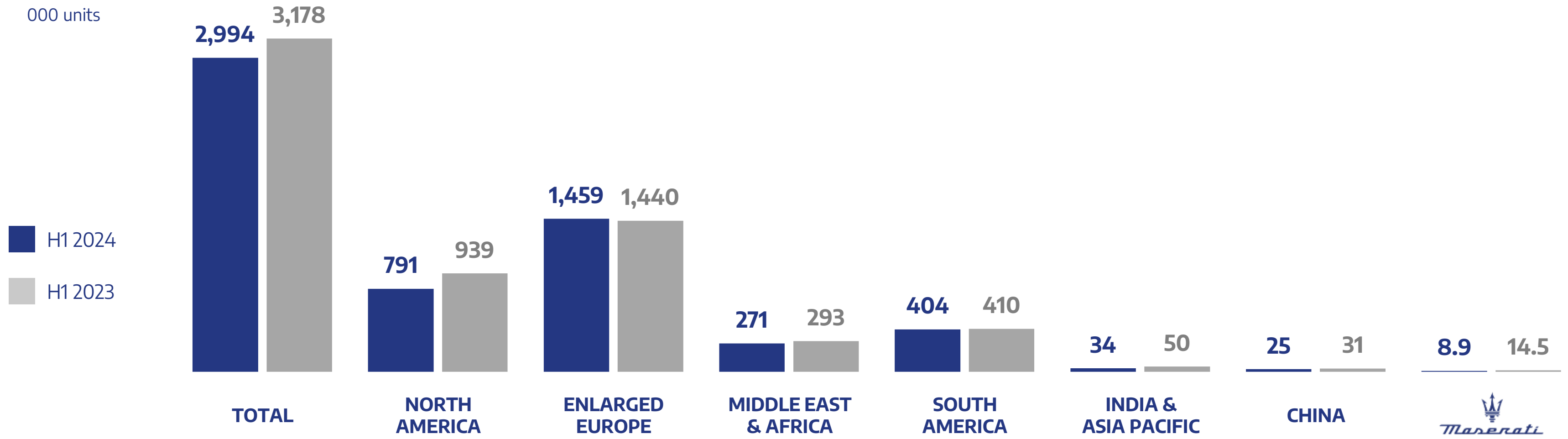
NON-GAAP FINANCIAL MEASURES

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. These measures provide comparable measures which facilitate management's ability to identify operational trends, as well as make decisions regarding future spending, resource allocations and other operational decisions. These and similar measures are widely used in the industry in which the Company operates, however, these financial measures may not be comparable to other similarly titled measures of other companies and are not intended to be substitutes for measures of financial performance as prepared in accordance with International Financial Reporting Standards (IFRS) as issued by the International Accounting Standards Board (IASB), as well as IFRS as adopted by the European Union.

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

- **Adjusted Operating Income/(Loss)** excludes from Net profit/(loss) adjustments comprising restructuring and other termination costs, impairments, asset write-offs, disposals of investments and unusual operating income/(expense) that are considered rare or discrete events and are infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance, and also excludes Net financial expenses/(income) and Tax expense/(benefit).Unusual operating income/(expense) are impacts from strategic decisions, as well as events considered rare or discrete and infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance. Unusual operating income/(expense) includes, but may not be limited to: impacts from strategic decisions to rationalize Stellantis' core operations; facility-related costs stemming from Stellantis' plans to match production capacity and cost structure to market demand, and convergence and integration costs directly related to significant acquisitions or mergers.
- **Adjusted operating income/(loss) margin** is calculated as Adjusted operating income/(loss) divided by Net revenues
- **Industrial Free Cash Flows** is our key cash flow metric and is calculated as Cash flows from operating activities less: (i) cash flows from operating activities from discontinued operations; (ii) cash flows from operating activities related to financial services, net of eliminations; (iii) investments in property, plant and equipment and intangible assets for industrial activities, (iv) contributions of equity to joint ventures and minor acquisitions of consolidated subsidiaries and equity method and other investments; and adjusted for: (i) net intercompany payments between continuing operations and discontinued operations; (ii) proceeds from disposal of assets and (iii) contributions to defined benefit pension plans, net of tax. The timing of Industrial free cash flows may be affected by the substantive timing of monetization of receivables, factoring and the payment of accounts payables, as well as changes in other components of working capital, which can vary from period to period due to, among other things, cash management initiatives and other factors, some of which may be outside of the Company's control.
- **Adjusted Diluted earnings per share ("EPS)** is calculated by adjusting Diluted earnings per share from operations 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

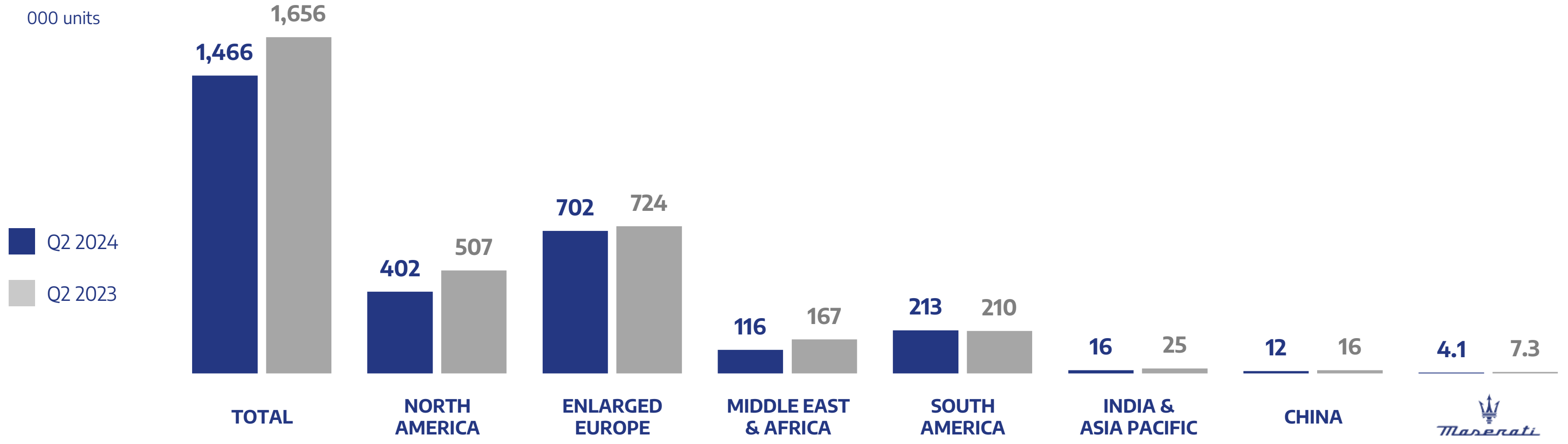


	NORTH AMERICA	ENLARGED EUROPE	MIDDLE EAST & AFRICA	SOUTH AMERICA	INDIA & ASIA PACIFIC	CHINA	Maserati
MARKET SHARE (1)	8.2% 10.0%	17.7% 18.3%	13.2% 15.0%	22.7% 23.8%	0.5% 0.7%	0.2% 0.3%	1.9% 2.6%
H1 INDUSTRY (1) (2024 vs. 2023)	+ 3%	+ 5%	+ 5%	+ 3%	- 4%	+ 3%	- 5%

(1) Industry and market share information is derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Ministry of Infrastructure and Sustainable Mobility (MIMS), Ward's Automotive) and internal information. Represents PC and LCVs, except as noted below:
- Enlarged Europe excludes Russia and Belarus; H1'23 figures have been restated accordingly
- Middle East & Africa exclude Iran, Sudan and Syria
- South America excludes Cuba
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia)
- China represents PC only and includes licensed sales from DPCA
- Maserati reflects aggregate for 17 major markets where Maserati competes and is derived from S&P Global data, Maserati competitive segment and internal information

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

COMBINED SALES



	NORTH AMERICA	ENLARGED EUROPE	MIDDLE EAST & AFRICA	SOUTH AMERICA	INDIA & ASIA PACIFIC	CHINA	Maserati
MARKET SHARE (1)	8.0% 10.1%	16.6% 18.0%	11.8% 16.6%	22.1% 23.9%	0.5% 0.7%	0.2% 0.3%	1.9% 2.7%
Q2 INDUSTRY (1) (2024 vs. 2023)	+ 1%	+ 5%	- 2%	+ 10%	- 6%	- 5%	- 6%

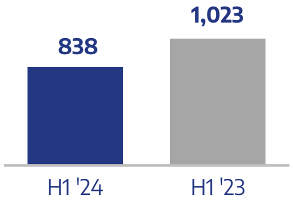
(1) Industry and market share information is derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Ministry of Infrastructure and Sustainable Mobility (MIMS), Ward's Automotive) and internal information. Represents PC and LCVs, except as noted below:

- Enlarged Europe excludes Russia and Belarus; Q2 '23 figures have been restated accordingly
- Middle East & Africa exclude Iran, Sudan and Syria
- South America excludes Cuba
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia)
- China represents PC only and includes licensed sales from DPCA
- Maserati reflects aggregate for 17 major markets where Maserati competes and is derived from S&P Global data, Maserati competitive segment and internal information

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

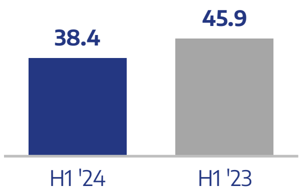
NORTH AMERICA

SHIPMENTS
(000 units)



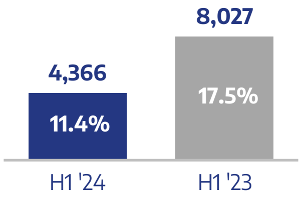
- **Down 18%**, mostly driven by discontinued products, mainly Dodge Charger/ Challenger, Jeep® Renegade/Cherokee and decrease in Ram 1500 due to Mid-cycle action launch

NET REVENUES
(€ billion)



- **Down 16%**, primarily due to lower volumes and negative net pricing, partially offset by favorable nameplate mix

ADJUSTED OPERATING INCOME & MARGIN
(€ million)

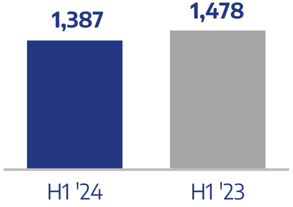


- **Down €3,661M**, due to lower volumes, product mix headwinds, and negative net pricing

ADJUSTED OPERATING INCOME

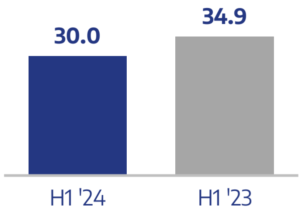
ENLARGED EUROPE

SHIPMENTS
(000 units)



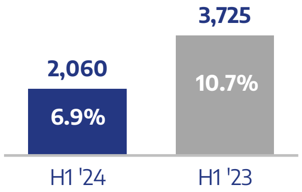
- **Down 6%**, to support inventory de-stocking efforts in the region; driven by lower shipments of Fiat 500, Opel Mokka and Jeep® Renegade, partly offset by higher shipments of Citroën C3 and Jeep® Avenger

NET REVENUES
(€ billion)



- **Down 14%**, due to higher buyback commitments, lower volumes and mix, and negative net pricing, partially offset by minor FX translation effects

ADJUSTED OPERATING INCOME & MARGIN
(€ million)



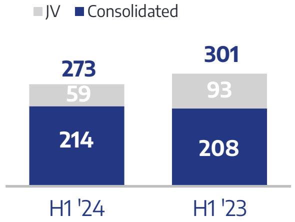
- **Down €1,665M**, due to lower mix, net pricing and volumes, partly offset by industrial cost savings supported by raw material tailwinds and purchasing savings

ADJUSTED OPERATING INCOME

€ million
% = Adjusted Operating Income Margin

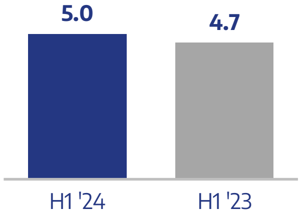
MIDDLE EAST & AFRICA

COMBINED SHIPMENTS
(000 units)



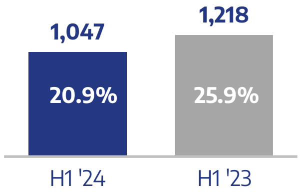
- **Consolidated Shipments up 3%**, with Fiat shipments tripling, led by growth of Doblo Cargo, Tipo, and Nuovo Scudo, offsetting declines in Peugeot 208 and Opel Corsa

NET REVENUES
(€ billion)



- **Up 7%**, with strong net pricing offsetting negative FX translation effects and mix headwinds

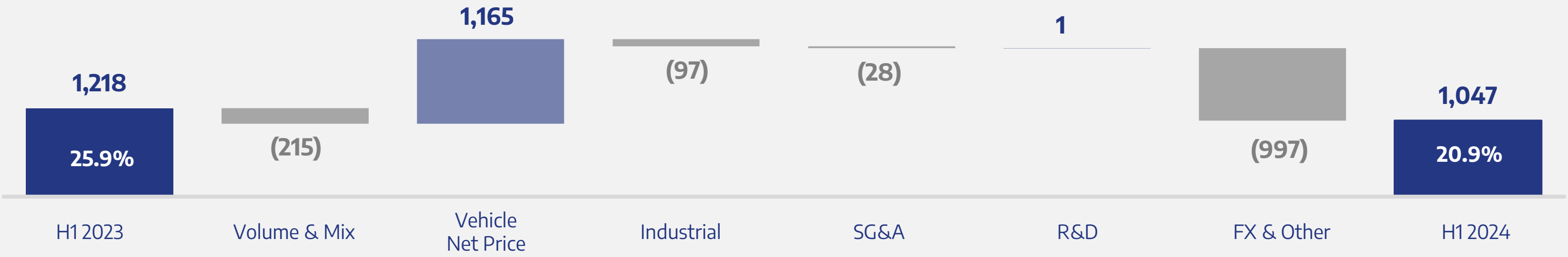
ADJUSTED OPERATING INCOME & MARGIN
(€ million)



- **Down €171M**, due to negative FX translation effects, lower mix, higher costs to support logistics and localization strategy, partly offset by positive net pricing

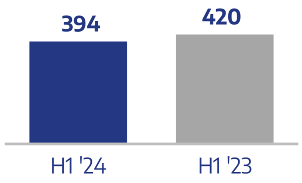
ADJUSTED OPERATING INCOME

€ million
% = Adjusted Operating Income Margin



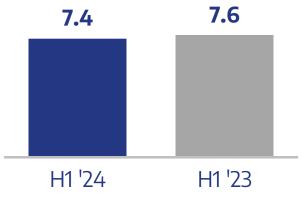
SOUTH AMERICA

SHIPMENTS
(000 units)



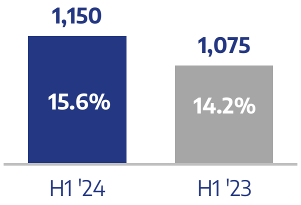
- **Down 6%**, with reduction in Fiat Cronos, Jeep® Compass and Peugeot 208 partly offset by higher shipments of Ram Rampage and Citroën C3 Aircross

NET REVENUES
(€ billion)



- **Down 3%**, due to negative FX translation effects mainly from Argentine peso and lower volumes, partly offset by positive net pricing and mix

ADJUSTED OPERATING INCOME & MARGIN
(€ million)



- **Up €75M**, due to positive net pricing, purchasing savings and improved parts & services results, partly offset by FX translation impacts and lower volumes

ADJUSTED OPERATING INCOME

€ million
% = Adjusted Operating Income Margin

China and India & Asia Pacific

- Lower results due to reduced shipments, negative FX translation effects and consolidation impact from Leapmotor investment, partly offset by cost savings and positive net pricing

Maserati

- Net Revenues and AOI down, mainly due to decline in shipments of Grecale and discontinued products, partly offset by positive product mix and cost saving actions

	CHINA AND INDIA & ASIA PACIFIC			MASERATI		
€ million, except as otherwise stated	H1 2024	H1 2023		H1 2024	H1 2023	
Combined Shipments [1,2] (000 units)	32	90	-64%	6.5	15.3	-58%
Consolidated Shipments (000 units)	32	58	-45%	6.5	15.3	-58%
Net Revenues	1,072	1,986	-46%	631	1,309	-52%
Adjusted Operating Income	57	294	-81%	-82	121	n.m.
Adjusted Operating Income Margin	5.3%	14.8%	-950bps	-13.0%	9.2%	-2,220 bps

(1) Combined shipments include shipments by Company's consolidated subsidiaries and unconsolidated joint ventures, whereas Consolidated shipments only include shipments by Company's consolidated subsidiaries
(2) China shipments from DPCA no longer included in Combined Shipments as of Nov '23; prior periods have not been restated

RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

H1 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	38,351	29,848	5,005	7,373	1,071	631	2,738	**85,017**
Net Revenues from Transactions with Other Segments	2	121	–	(6)	1	-	(118)	**–**
Net Revenues	**38,353**	**29,969**	**5,005**	**7,367**	**1,072**	**631**	**2,620**	**85,017**

H1 2023

€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other (1)	Stellantis
Net Revenues from External Customers	45,916	34,811	4,698	7,609	1,985	1,310	2,039	**98,368**
Net Revenues from Transactions with Other Segments	-	50	-	(46)	1	(1)	(4)	**-**
Net Revenues	**45,916**	**34,861**	**4,698**	**7,563**	**1,986**	**1,309**	**2,035**	**98,368**

(1) Other activities, unallocated items and eliminations

STELLANTIS

H1 2024

€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other [1]	Stellantis
Net Profit								**5,647**
Tax Expense								**1,342**
Net Financial Expenses/(Income)								**(350)**
Operating Income								**6,639**
Adjustments:								
Restructuring and other costs, net of reversals[2]	48	1,087	–	9	–	25	43	**1,212**
Impairment expense and supplier obligations, net of reversals[3]	2	43	–	–	11	324	8	**388**
Takata airbags recall campaign, net of recoveries	–	74	4	1	–	–	–	**79**
Other[4]	119	2	–	29	1	–	(6)	**145**
Total Adjustments	169	1,206	4	39	12	349	45	**1,824**
Adjusted Operating Income	**4,366**	**2,060**	**1,047**	**1,150**	**57**	**(82)**	**(135)**	**8,463**

(1) Other activities, unallocated items and eliminations
(2) Primarily related to workforce reductions
(3) Primarily related to certain platform assets in Maserati and Enlarged Europe, net of reversal
(4) Primarily related to costs to support the workforce during the transformation of a plant in North America

H1 2023

€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other (1)	Stellantis
Net Profit								**10,918**
Tax Expense								**2,692**
Net Financial (Income)								**(69)**
Operating Income								**13,541**
Adjustments:								
Restructuring and Other Costs Net of Reversals (2)	314	252	–	14	–	–	14	**594**
Reorganization of financial services (3)	–	–	–	–	–	–	140	**140**
Impairment expense and supplier obligations (4)	(2)	–	–	–	16	–	–	**14**
Takata airbags recall campaign, net of recoveries	–	(84)	26	(1)	4	–	–	**(55)**
Other (5)	(80)	29	–	2	(15)	–	(44)	**(108)**
Total Adjustments	232	197	26	15	5	–	110	**585**
Adjusted Operating Income	**8,027**	**3,725**	**1,218**	**1,075**	**294**	**121**	**(334)**	**14,126**

(1) Includes other activities, unallocated items and eliminations
(2) Primarily related to workforce reductions
(3) Net costs associated with the reorganization of our financial services activities in Europe
(4) Related to impairments, net of reversals
(5) Mainly related to gains on disposals of investments

RECONCILIATION OF DILUTED EPS TO ADJUSTED DILUTED EPS

€ million, except as otherwise stated	H1 2024	H1 2023
Net profit attributable to owners of the parent	**5,624**	**10,923**
Weighted average number of shares outstanding (000)	3,002,791	3,137,744
Number of shares deployable for share-based compensation (000)	21,659	26,063
Weighted average number of shares outstanding for diluted earnings per share (000)	3,024,450	3,163,807
Diluted earnings per share (A) (€/share)	1.86	3.45
Adjustments, per above	1,824	585
Tax impacts on adjustments	(316)	(66)
Unusual items related to income taxes	-	-
Total adjustments, net of taxes	1,508	519
Impact of adjustments, net of taxes, on Diluted earnings per share from continuing operations (€/share) (B)	0.50	0.16
Adjusted Diluted earnings per share (€/share) (A+B)	**2.36**	**3.61**

€ million	H1 2024	H1 2023
Cash Flows from Operating Activities	**4,889**	**13,393**
Less: Operating Activities not Attributable to Industrial Activities	(1,465)	(211)
Less: Capital Expenditures and Capitalized R&D Expenditures and Change in Amounts Payable on Property, Plant and Equipment and Intangible Assets for Industrial Activities	5,438	4,196
Add: Proceeds from Disposal of Assets and Other Changes in Investing Activities	163	1,726
Less: Net Proceeds Related to the Reorganization of Financial Services in Europe	-	1,464
Less: Contributions of Equity to JVs and Minor Acquisitions of Consolidated Subsidiaries and Equity Method and Other Investments	1,495	1,058
Add: Defined Benefit Pension Contributions, Net of Tax	24	43
Industrial Free Cash Flows	**(392)**	**8,655**

RECONCILIATION OF DEBT TO INDUSTRIAL NET FINANCIAL POSITION

€ million	**Jun 30 2024**	Dec 31 2023
Debt	**(32,174)**	(29,463)
Current Financial Receivables from Jointly-Controlled Financial Services Companies	**1,245**	767
Derivative Financial Assets/(Liabilities), Net and Collateral Deposits	**6**	20
Financial Securities	**6,619**	6,089
Cash and Cash Equivalents	**36,325**	43,669
Industrial Net Financial Position Classified as Held for Sale	**(59)**	109
Net Financial Position	**11,962**	21,191
Less: Net Financial Position of Financial Services	**(10,265)**	(8,296)
Industrial Net Financial Position	**22,227**	29,487

€ billion

Outstanding June 30 2024		6M 2024	2025	2026	2027	2028	Beyond
17.0	Capital Markets Debt	0.0	0.7	2.5	2.2	1.5	10.0
1.8	Bank Debt	0.7	1.0	0.1	0.1	0.0	0.0
0.3	Other Debt	0.2	0.0	0.0	0.0	0.0	0.0
2.4	Lease Liabilities	0.5	0.5	0.3	0.2	0.1	0.8
21.5	**Total Industrial Cash Maturities (1)**	**1.4**	**2.2**	**2.9**	**2.5**	**1.7**	**10.8**
41.4	Cash, Cash Equivalents and Financial Securities						
12.5	Undrawn Committed Credit Lines						
53.9	**Total Industrial Available Liquidity**						

(1) Excludes accruals and purchase accounting effects of €0.4B at June 30 2024

Figures may not add due to rounding

RESEARCH AND DEVELOPMENT COSTS AND EXPENDITURES

€ million	H1 2024	H1 2023
Research and Development Expenditures Expensed	1,542	1,631
Amortization of Capitalized Development Expenditures	1,076	1,088
Impairment and Write-off of Capitalized Development Expenditures	201	16
Total Research and Development Costs	**2,819**	**2,735**
Capitalized Development Expenditures (1)	2,078	2,014
Research and Development Expenditures Expensed	1,542	1,631
Total Research and Development Expenditures	**3,620**	**3,645**

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

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RAM
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Free2move