



Stellantis registra una forte crescita dei ricavi netti: + 29% nel terzo trimestre 2022 Guidance confermata per l'intero anno

- I ricavi netti hanno raggiunto i 42,1 miliardi di euro, con una crescita del 29% rispetto al terzo trimestre 2021, grazie soprattutto all'aumento dei volumi, ai prezzi netti favorevoli e agli effetti positivi dei tassi di cambio
- Consegne consolidate⁽¹⁾ di 1.281k unità, in crescita del 13% su base annua, principalmente grazie alla migliore disponibilità di semiconduttori rispetto al terzo trimestre 2021
- Inventario totale di veicoli nuovi pari a 926k unità al 30 settembre 2022 di cui 275k di proprietà, queste ultime in aumento di 179k unità rispetto al 31 dicembre 2021, principalmente in Europa per aspetti legati alla logistica
- Le vendite globali di BEV sono aumentate del 41% rispetto al terzo trimestre 2021

“Incoraggiati dalla risposta entusiastica ai nostri EV Day per Dodge e Jeep nel corso dell'estate e da un aumento delle vendite globali di BEV del 41% su base annua nel terzo trimestre, stiamo accelerando la realizzazione della nostra roadmap per l'elettrificazione nell'ambito del piano strategico Dare Forward 2030 al fine di soddisfare la domanda crescente di veicoli elettrici. Ci prepariamo con entusiasmo a partecipare al CES 2023 che si terrà in gennaio a Las Vegas, dove il concept Ram 1500 Revolution BEV farà il suo debutto a livello globale.”

Richard Palmer, CFO



Nuova Jeep Avenger elettrica

| RISULTATI DELLE ATTIVITA' OPERATIVE IN CONTINUITA' | | | | | | | |
|--|---------|---------|---------------------------|----------------------|--|--|----------------------|
| | Q3 2022 | Q3 2021 | Q3 2022 vs. Q3 2021 | Primi 9 mesi 2022 | Primi 9 mesi 2021 pro-forma ⁽²⁾ | Primi 9 mesi 2022 vs. Primi 9 mesi 2021 pro- forma ⁽²⁾ | Primi 9 mesi 2021 |
| Consegne combinate (000 unità) | 1.334 | 1.176 | +13% | 4.367 | 4.450 | (2)% | 4.356 |
| Consegne consolidate (000 unità) | 1.281 | 1.131 | +13% | 4.215 | 4.302 | (2)% | 4.210 |
| Ricavi netti (miliardi di euro) | 42,1 | 32,6 | +29% | 130,1 | 107,9 | +21% | 105,2 |

GUIDANCE 2022 - CONFERMATO

| | |
|--|----------------|
| Margine operativo rettificato ⁽³⁾ | A doppia cifra |
| Flusso di cassa disponibile industriale ⁽⁴⁾ | Positivo |

PREVISIONI PER IL MERCATO DELL'AUTO 2022^{(5)*}

| | |
|------------------------|------------------|
| Nord America | -8% |
| Europa allargata | -12% |
| Medio Oriente e Africa | Stabile |
| Sud America | Stabile |
| India e Asia-Pacifico | +5% |
| Cina | +5% (da Stabile) |

*Per la Cina, le prospettive 2022 del settore sono cambiate rispetto a quelle fornite il 28 luglio '22.

Base di preparazione: I dati riportati non sono stati sottoposti a revisione contabile. "Q3 2022", "Q3 2021", "Primi 9 mesi 2022" e "Primi 9 mesi 2021" sono i ricavi riportati secondo gli standard IFRS. "Primi 9 mesi 2021" comprende i risultati delle attività di FCA dal 17 gennaio 2021, a seguito della chiusura della fusione; "Primi 9 mesi 2021 pro-forma" sono presentati come se la fusione fosse avvenuta il 1° gennaio 2020 e comprende i risultati di FCA per il periodo 1-16 gennaio 2021. Per maggiori dettagli, fare riferimento alla sezione "Notes" del documento originale in inglese. Fare anche riferimento alla sezione "Safe Harbor Statement" inclusa altrove nel documento originale in inglese.

Fare riferimento a pagina 5 del documento originale in inglese per una spiegazione delle voci citate in questa pagina.



AMSTERDAM, 3 novembre 2022 - Con un aumento delle vendite globali di veicoli elettrici a batteria (BEVs) del 41% rispetto all'anno precedente, per un totale di 68k unità e un aumento delle vendite di veicoli a basse emissioni di 21k unità rispetto all'anno precedente, per un totale di 112k unità nel terzo trimestre 2022, Stellantis porta avanti la propria ambiziosa strategia di elettrificazione progredendo verso gli obiettivi del piano Dare Forward 2030.

La migliore offerta di veicoli completamente elettrici: Jeep® ha annunciato il suo piano per diventare il leader globale nell'elettrificazione dei SUV introducendo quattro modelli completamente elettrici in Europa e Nord America entro il 2025, coerentemente con l'obiettivo zero emissioni nette di carbonio sostenuto da Stellantis. L'annuncio arriva solo poche settimane dopo che Dodge ha compiuto un passo da gigante nel suo percorso verso l'elettrificazione, presentando la Dodge Charger Daytona SRT, concept che cambia la percezione di ciò che può essere un veicolo elettrico a batteria.

In linea con il proprio progetto di divenire leader globale nell'elettrificazione dei SUV, Jeep ha presentato la nuovissima Jeep Avenger, il primo BEV da sempre del marchio, al Salone dell'Auto di Parigi 2022, aprendo le prevendite della 1st Edition in questa occasione.

Con l'obiettivo di soddisfare la crescente domanda di veicoli elettrici, Stellantis ha annunciato un nuovo accordo con il partner in joint venture Punch Powertrain per aumentare la produzione di trasmissioni elettrificate a doppia frizione (eDCT) di nuova generazione per i propri veicoli elettrici ibridi e ibridi plug-in. La produzione di eDCT presso il comprensorio di Mirafiori di Stellantis a Torino andrà a integrare l'attuale produzione nello stabilimento di Metz, Francia.

Investimenti nell'economia circolare: Il comprensorio di Mirafiori ospiterà anche la sede del primo Hub per l'Economia Circolare di Stellantis. Lo stabilimento inizierà a operare con tre attività progettate per aumentare la sostenibilità produttiva: ricondizionamento e smontaggio dei veicoli e rigenerazione dei componenti. L'Hub sarà inaugurato nel 2023.

Una roadmap per il futuro della mobilità: Stellantis ha reso noto di avere creato uno dei più vasti ecosistemi collaborativi al mondo, con oltre 160 progetti cofinanziati e più di 1.000 partner in tutto il mondo. I progetti riguardano ambiti tecnici di importanza strategica per Stellantis, come guida autonoma, connettività, produzione industriale, tecnologie di elettrificazione e sistemi di propulsione avanzata.

Segmenti (tutti i riferimenti alle quote di mercato e alle graduatorie sono relativi al terzo trimestre 2022): **Nord America:** Quota di mercato del 10,8%, in calo di 20 bps su base annua, con una quota statunitense in calo di 70 bps all'11,1%. **Europa allargata:** Quota di mercato UE30 del 19,2%, in calo di 90 bps su base annua. **Sud America:** Leader di mercato con una quota del 22,6%, in calo di 150 bps su base annua. Leader di mercato per i veicoli commerciali in Sud America e nell'UE30, con una quota rispettivamente del 30,8% e del 29,2%.

Maserati: La nuovissima Grecale, lanciata nel giugno 2022, continua ad attrarre un pubblico sempre più vasto. Nel 2023 torna una delle icone del marchio: la nuovissima GranTurismo con motore Nettuno e la GranTurismo Folgore, il primo BEV della storia del marchio. A metà 2023 sarà la volta del nuovo Grecale Folgore e quindi della nuova GranCabrio, disponibile nei modelli con motore a combustione interna e Folgore.

Prossimo evento: 5 gennaio: Ram Revolution electrification and technology event al CES 2023 di Las Vegas

Il 3 novembre 2022, alle 13:00 CET/8:00 EDT, si terranno un live webcast audio e una conference call in cui saranno presentati i risultati relativi alle Consegne e Ricavi registrati da Stellantis nel terzo trimestre 2022. Il webcast e il replay saranno disponibili nella sezione Investors del sito web di Stellantis all'indirizzo www.stellantis.com. Il materiale della presentazione sarà pubblicato nella sezione Investors del sito web di Stellantis www.stellantis.com intorno alle 8:00 CET/3:00 EDT del 3 luglio 2022.

Stellantis

Stellantis N.V. (NYSE / MTA / Euronext Paris: STLA) è leader a livello mondiale nella produzione di veicoli e fornitore di mobilità. I suoi marchi iconici e ricchi di storia – Abarth, Alfa Romeo, Chrysler, Citroën, Dodge, DS Automobiles, Fiat, Jeep®, Lancia, Maserati, Opel, Peugeot, Ram, Vauxhall, Free2move e Leasys – danno forma concreta alla passione dei loro fondatori e dei nostri clienti, offrendo prodotti e servizi innovativi. Grazie alla diversità che ci alimenta, guidiamo il modo in cui il mondo si muove puntando a diventare la più significativa azienda tech di mobilità, non la più grande, creando valore aggiunto per tutti gli stakeholder e le comunità in cui opera. Per maggiori informazioni, visitare www.stellantis.com

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SEGMENT PERFORMANCE

NORTH AMERICA

| | Q3 2022 | Q3 2021 | vs. Q3 2021 | | YTD 2022 | YTD 2021 Pro Forma ⁽²⁾ |
|--------------------------|---------|---------|----------------|---|----------|-----------------------------------|
| Shipments(000s) | 441 | 394 | +47 | <ul style="list-style-type: none"> Shipments up 12%, primarily due to higher volumes of Dodge Durango, Jeep Compass and Cherokee, all-new Wagoneer and Ram 1500, partially offset by lower Jeep Grand Cherokee volumes due to discontinuation of prior generation (WK) in Q1 2022 Net revenues up 36%, primarily due to higher volumes, strong net pricing, favorable vehicle mix and positive FX translation effects | 1,400 | 1,267 |
| Net revenues (€ million) | 21,071 | 15,532 | +5,539 | | 63,514 | 47,979 |

ENLARGED EUROPE

| | Q3 2022 | Q3 2021 | vs. Q3 2021 | | YTD 2022 | YTD 2021 Pro Forma ⁽²⁾ |
|--------------------------|---------|---------|----------------|---|----------|-----------------------------------|
| Shipments(000s) | 538 | 470 | +68 | <ul style="list-style-type: none"> Shipments up 14%, mainly due to higher volumes of Fiat 500 and Panda, Peugeot 208 and 308 and Citroën C3, as well as increased demand for BEVs, particularly Fiat New 500 and Opel Mokka-e Net revenues up 16%, mainly due to increased volumes, positive net pricing and favorable vehicle mix, primarily driven by new models and increased BEVs | 1,900 | 2,134 |
| Net revenues (€ million) | 13,486 | 11,622 | +1,864 | | 44,805 | 43,662 |

MIDDLE EAST & AFRICA

| | Q3 2022 | Q3 2021 | vs. Q3 2021 | | YTD 2022 | YTD 2021 Pro Forma ⁽²⁾ |
|-------------------------------|---------|---------|----------------|--|----------|-----------------------------------|
| Combined shipments (000s) | 87 | 73 | +14 | <ul style="list-style-type: none"> Consolidated shipments up 6%, primarily due to increased volumes of Opel Mokka, Peugeot Rifter and Fiat Ducato, partially offset by lower volumes of Peugeot 3008, as well as Jeep Wrangler and Grand Cherokee due to logistics challenges Net revenues up 27%, primarily due to favorable net pricing, including pricing actions for Turkish lira devaluation, partially offset by negative FX translation effects, mainly from Turkish lira | 286 | 273 |
| Consolidated shipments (000s) | 52 | 49 | +3 | | 190 | 187 |
| Net revenues (€ million) | 1,324 | 1,045 | +279 | | 4,363 | 3,592 |

SOUTH AMERICA

| | Q3 2022 | Q3 2021 | vs. Q3 2021 | | YTD 2022 | YTD 2021 Pro Forma ⁽²⁾ |
|--------------------------|---------|---------|----------------|---|----------|-----------------------------------|
| Shipments(000s) | 213 | 185 | +28 | <ul style="list-style-type: none"> Shipments up 15%, with higher volumes of all-new Fiat Pulse, Jeep Commander and Citroën C3, as well as Fiat Strada, partially offset by reduced volumes of Fiat Toro and Jeep Renegade Net revenues up 56%, mainly due to increased volumes, favorable net pricing and vehicle mix, as well as positive FX translation effects, primarily for Brazilian real | 616 | 609 |
| Net revenues (€ million) | 3,965 | 2,546 | +1,419 | | 11,198 | 7,482 |

CHINA AND INDIA & ASIA PACIFIC

| | Q3 2022 | Q3 2021 | vs. Q3 2021 | | YTD 2022 | YTD 2021 Pro Forma ⁽²⁾ |
|-------------------------------|---------|---------|----------------|---|----------|-----------------------------------|
| Combined shipments (000s) | 48 | 48 | — | <ul style="list-style-type: none"> Consolidated shipments up 11%, due to recent launches of all-new Citroën C3 and Jeep Meridian, along with increased volumes of Peugeot 2008 and 3008 and Ram 1500, partially offset by lower Jeep Compass and Renegade volumes Net revenues up 20%, mainly due to higher volumes, improved net pricing, favorable vehicle and market mix, as well as positive FX translation effects | 148 | 150 |
| Consolidated shipments (000s) | 30 | 27 | +3 | | 92 | 88 |
| Net revenues (€ million) | 1,138 | 949 | +189 | | 3,290 | 2,832 |

MASERATI

| | Q3 2022 | Q3 2021 | vs. Q3 2021 | | YTD 2022 | YTD 2021 Pro Forma ⁽²⁾ |
|--------------------------|---------|---------|----------------|---|----------|-----------------------------------|
| Shipments(000s) | 6.6 | 5.8 | +0.8 | <ul style="list-style-type: none"> Shipments up 14%, primarily due to launch of all-new Grecale in late June '22 and higher volumes of MC20, partially offset by reduced Levante and Ghibli volumes, particularly in China and India & Asia Pacific Net revenues up 23%, primarily due to increased volumes, improved net pricing and favorable FX translation effects, partially offset by higher mix of all-new Grecale | 16.8 | 16.6 |
| Net revenues (€ million) | 630 | 514 | +116 | | 1,571 | 1,399 |



Reconciliations

Net revenues from external customers to Net revenues and Net revenues from external customers to Pro Forma Net revenues

Results from continuing operations

| Q3 2022 | (€ million) | NORTH AMERICA | ENLARGED EUROPE | MIDDLE EAST & AFRICA | SOUTH AMERICA | CHINA AND INDIA & ASIA PACIFIC | MASERATI | OTHER ^(*) | STELLANTIS |
|--|-------------|---------------|-----------------|----------------------|---------------|--------------------------------|------------|----------------------|---------------|
| Net revenues from external customers | | 21,070 | 13,467 | 1,324 | 3,978 | 1,136 | 631 | 495 | 42,101 |
| Net revenues from transactions with other segments | | 1 | 19 | — | (13) | 2 | (1) | (8) | — |
| Net revenues | | 21,071 | 13,486 | 1,324 | 3,965 | 1,138 | 630 | 487 | 42,101 |

(*) Other activities, unallocated items and eliminations

Results from continuing operations

| Q3 2021 | (€ million) | NORTH AMERICA | ENLARGED EUROPE | MIDDLE EAST & AFRICA | SOUTH AMERICA | CHINA AND INDIA & ASIA PACIFIC | MASERATI | OTHER ^(*) | STELLANTIS |
|--|-------------|---------------|-----------------|----------------------|---------------|--------------------------------|------------|----------------------|---------------|
| Net revenues from external customers | | 15,532 | 11,600 | 1,045 | 2,541 | 944 | 514 | 375 | 32,551 |
| Net revenues from transactions with other segments | | — | 22 | — | 5 | 5 | — | (32) | — |
| Net revenues | | 15,532 | 11,622 | 1,045 | 2,546 | 949 | 514 | 343 | 32,551 |

(*) Other activities, unallocated items and eliminations

Results from continuing operations

| YTD 2022 | (€ million) | NORTH AMERICA | ENLARGED EUROPE | MIDDLE EAST & AFRICA | SOUTH AMERICA | CHINA AND INDIA & ASIA PACIFIC | MASERATI | OTHER ^(*) | STELLANTIS |
|--|-------------|---------------|-----------------|----------------------|---------------|--------------------------------|--------------|----------------------|----------------|
| Net revenues from external customers | | 63,512 | 44,742 | 4,363 | 11,211 | 3,286 | 1,574 | 1,412 | 130,100 |
| Net revenues from transactions with other segments | | 2 | 63 | — | (13) | 4 | (3) | (53) | — |
| Net revenues | | 63,514 | 44,805 | 4,363 | 11,198 | 3,290 | 1,571 | 1,359 | 130,100 |

(*) Other activities, unallocated items and eliminations

Results from continuing operations

| YTD 2021 Pro Forma | (€ million) | NORTH AMERICA | ENLARGED EUROPE | MIDDLE EAST & AFRICA | SOUTH AMERICA | CHINA AND INDIA & ASIA PACIFIC | MASERATI | OTHER ^(*) | STELLANTIS |
|--|-------------|---------------|-----------------|----------------------|---------------|--------------------------------|--------------|----------------------|----------------|
| Net revenues from external customers ^(A) | | 45,952 | 43,104 | 3,556 | 7,283 | 2,766 | 1,377 | 1,123 | 105,161 |
| Add: FCA Net revenues from external customers, January 1 - 16, 2021 ^(B) | | 2,015 | 335 | 36 | 189 | 51 | 18 | 60 | 2,704 |
| Add: Pro Forma adjustments ^(C) | | 3 | (7) | — | — | — | — | — | (4) |
| Pro Forma Net revenues from external customers, January 1 - September 30, 2021 | | 47,970 | 43,432 | 3,592 | 7,472 | 2,817 | 1,395 | 1,183 | 107,861 |
| Net revenues from transactions with other segments | | 9 | 230 | — | 10 | 15 | 4 | (268) | — |
| Pro Forma Net revenues^(D) | | 47,979 | 43,662 | 3,592 | 7,482 | 2,832 | 1,399 | 915 | 107,861 |

(*) Other activities, unallocated items and eliminations

(A) PSA was identified as the accounting acquirer in the Merger, which was accounted for as a reverse acquisition, under IFRS 3 - Business Combinations, and, as such, it contributed to the results of the Company beginning January 1, 2021. FCA was consolidated into Stellantis effective January 17, 2021, the day after the Merger became effective

(B) FCA consolidated Net revenues, January 1 - January 16, 2021, excluding intercompany transactions

(C) Reclassifications made to present FCA's Net revenues January 1 - January 16, 2021 consistently with that of PSA

(D) Pro Forma Stellantis consolidated Net revenues, January 1 - September 30, 2021

NOTES



(1) Combined shipments include shipments by the Company's consolidated subsidiaries and unconsolidated joint ventures, whereas Consolidated shipments only include shipments by the Company's consolidated subsidiaries.

(2) Completed merger of Peugeot S.A. ("PSA") with and into Fiat Chrysler Automobiles N.V. ("FCA") on January 16, 2021 ("Merger"). On January 17, 2021, combined company was renamed Stellantis N.V. ("Stellantis" or "Company"). PSA was determined to be the acquirer for accounting purposes, therefore, the historical financial statements of Stellantis represent the continuing operations of PSA, which also reflect the loss of control and the classification of Faurecia S.E. ("Faurecia") as a discontinued operation as of January 1, 2021 with the restatement of comparative periods. Acquisition date of business combination was January 17, 2021, therefore, results of FCA for the period January 1 - 16, 2021 are excluded from YTD 2021 results unless otherwise stated. YTD 2021 Pro Forma results are presented as if the Merger had occurred on January 1, 2020 and include results of FCA for the period January 1 - 16, 2021.

(3) Adjusted operating income/(loss) excludes from Net profit/(loss) from continuing operations adjustments comprising restructuring, impairments, asset write-offs, disposals of investments and unusual operating income/(expense) that are considered rare or discrete events and are infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance, and also excludes Net financial expenses/(income), Tax expense/(benefit) and Share of the profit/(loss) of equity method investees.

Unusual operating income/(expense) are impacts from strategic decisions, as well as events considered rare or discrete and infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance. Unusual operating income/(expense) includes, but may not be limited to: impacts from strategic decisions to rationalize Stellantis' core operations; facility-related costs stemming from Stellantis' plans to match production capacity and cost structure to market demand; and convergence and integration costs directly related to significant acquisitions or mergers.

(4) Industrial free cash flows is calculated as Cash flows from operating activities less: cash flows from operating activities from discontinued operations; cash flows from operating activities related to financial services, net of eliminations; investments in property, plant and equipment and intangible assets for industrial activities; contributions of equity to joint ventures and minor acquisitions of consolidated subsidiaries and equity method and other investments; and adjusted for: net intercompany payments between continuing operations and discontinued operations; proceeds from disposal of assets and 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 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.

(5) Source: China State Information Center (SIC), S&P Global, Ward's Automotive and Company estimates.

Rankings, market share and other industry information is derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Unione Nazionale Rappresentanti Veicoli Esteri (UNRAE), Ward's Automotive) and internal information.

For purposes of this document, and unless otherwise stated, rankings, market share and other industry information are for passenger cars (PC) plus light commercial vehicles (LCV), except as noted below:

- Middle East & Africa exclude Iran, Sudan and Syria;
- 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
- Maserati reflects aggregate for 17 major markets where Maserati competes and is derived from S&P Global data, Maserati competitive segment and internal information.

Prior period figures have been updated to reflect current information provided by third-party industry sources.

Rankings, market share and other industry information relating to YTD 2021 includes FCA for the period January 1 - 16, 2021.

Commercial Vehicles market share refers to light commercial vehicles.

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

Low emission vehicles (LEV) = battery electric (BEV), plug-in hybrid (PHEV) and fuel cell electric (FCEV).

All Stellantis reported BEV and LEV sales include Citroën Ami 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.



SAFE HARBOR STATEMENT

This document, in particular references to “FY 2022 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 continued impact of unfilled semiconductor orders; the Company’s ability to realize the anticipated benefits of the merger; the continued impact of the COVID-19 pandemic; the Company’s ability to launch new products successfully and to maintain vehicle shipment volumes; the Company’s ability to successfully manage the industry-wide transition from internal combustion engines to full electrification; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclicity; 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 Company’s ability to produce or procure electric batteries with competitive performance, cost and at required volumes; 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; 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; exposure to shortfalls in the funding of the Company’s defined benefit pension plans; the Company’s ability to provide or arrange for access to adequate financing for dealers and retail customers and associated risks related to the establishment and operations of financial services companies; the Company’s ability to access funding to execute its business plans; a significant malfunction, disruption or security breach compromising information technology systems or the electronic control systems contained in the Company’s vehicles; the Company’s ability to realize anticipated benefits from joint venture arrangements; disruptions arising from political, social and economic instability; risks associated with the Company’s relationships with employees, dealers and suppliers; increases in costs, disruptions of supply or shortages of raw materials, parts, components and systems used in the Company’s vehicles; the Company’s ability to maintain effective internal controls over financial reporting; developments in labor and industrial relations and developments in applicable labor laws; exchange rate fluctuations, interest rate changes, credit risk and other market risks; political and civil unrest; earthquakes or other disasters; 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.