CO₂ REGULATORY COMPLIANCE

MARK CHERNOBY | CHIEF TECHNICAL COMPLIANCE OFFICER
SAFE HARBOR STATEMENT

This document and the related presentation contain forward-looking statements. In particular, these forward-looking statements include statements regarding future financial performance and the Company's expectations as to the achievement of certain targeted metrics, including net debt and net industrial debt, revenues, free cash flow, 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 Group’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 Group’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 cyclical changes in local economic and political conditions, changes in trade policy and 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 Group’s ability to expand certain of the Group’s brands globally; the Group’s ability to offer innovative, attractive products; the Group’s ability to develop, manufacture and sell vehicles with advanced features including enhanced electrification and autonomous driving characteristics, various types of claims, lawsuits, governmental investigations and other contingent obligations affecting the Group, including product liability and warranty claims and environmental claims, investigations an lawsuits; material operating expenditures in relation to compliance with environmental, health and safety regulations; the intense level of competition in the automotive industry, which may increase due to consolidation; exposure to shortfalls in the funding of the Group’s defined benefit pension plans; the Group’s ability to provide or arrange for access to adequate financing for the Group’s dealers and retail customers and associated risks related to the establishment and operations of financial services companies including capital required to be deployed to financial services; the Group’s ability to access funding to execute the Group’s business plans and improve the Group's business, financial condition and results of operations; a significant malfunction, disruption or security breach compromising the Group’s information technology systems or the electronic control systems contained in the Group’s vehicles; the Group’s ability to realize anticipated benefits from joint venture arrangements; the Group’s ability to successfully implement and execute strategic initiatives and transactions, including the Group’s plans to separate certain businesses; disruptions arising from political, social and economic instability; risks associated with our relationships with employees, dealers and suppliers; increases in costs, disruptions of supply or shortages of raw materials; 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 and the related presentations 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 Group 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, the AFM and CONSOB.
CATEGORICAL IMPERATIVE OF AUTOMOTIVE INDUSTRY

WE UNDERSTAND WE ARE PART OF THE PROCESS

BOTH INDUSTRY AND GOVERNMENT HAVE A ROLE

INDUSTRY

TECHNOLOGY TO REDUCE CO₂ EMISSIONS

MIX OF TECHNOLOGIES TO COMPLY ACROSS DIVERSE SET OF REGULATIONS

APPLY MIX TO COMPLY IN AN ECONOMICALLY SENSIBLE MANNER

GOVERNMENT

ESTABLISH A REGULATORY FRAMEWORK

SUPPORT DEPLOYMENT OF INFRASTRUCTURE

HELP DRIVE CONSUMER DEMAND

EV TECHNOLOGY

mHEV  HEV  PHEV  BEV

REGULATION

COMPLIANCE FRAMEWORK  TRANSPARENCY  RULES  PROCEDURE
CHRYSLER PACIFICA eHYBRID
A TYPICAL DAY IN THE LIFE OF A MINIVAN DRIVER

DROP OFF KIDS
ERRANDS
FULLY
CHARGED
HOME
CHARGE
PICK UP KIDS
ERRANDS
EVENING
ACTIVITIES
DAILY DRIVE
DRIVE TO
WORK
PARKED
AT WORK
DRIVE HOME
EVENING
ACTIVITIES
NIGHT
CHARGE
WORK
HOME

“SINCE MOST MINIVAN DUTY INVOLVES SHORT HOPS AROUND CITY AND SUBURB, A MINIVAN IS AN IDEAL CANDIDATE FOR HYBRID TECHNOLOGY”

“IT’S JUST A FLAWLESS EXECUTION, AND AN EXAMPLE OF HOW BRIGHT OUR ELECTRIFIED AUTOMOTIVE FUTURE CAN BE”

84 MPG_{e}
30+ MILES
ELECTRIC
RANGE
500+ MILES
HYBRID
RANGE
CO₂ REDUCTION TECHNOLOGIES IMPLEMENTED TO DATE

TECHNOLOGIES APPLIED SINCE 2014 REDUCED CO₂ BY 15% ACROSS MAJOR PRODUCT INTERVENTIONS

- 8 AND 9 SPEED TRANSMISSIONS
- AERODYNAMIC IMPROVEMENTS
- ENGINE STOP START
- DOWN-SIZED TURBO ENGINE FAMILIES
- AXLE DISCONNECT
- ACTIVE GRILLE SHUTTERS
- LIGHT WEIGHTING
- TIRE ROLLING RESISTANCE
## Regulatory Environment at a Glance

### Four Primary Markets

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EU28</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25%</td>
</tr>
<tr>
<td><strong>EUROPE 2015 CY Fleet Requirement</strong></td>
<td></td>
<td></td>
<td>25% Reduction to 95 G/KM</td>
<td>95% of Fleet</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CHINA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30%</td>
</tr>
<tr>
<td><strong>Phase down to 5.0 L/100 km</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NEV Credit Requirement Begins:</strong></td>
<td>10% in 2019 CY</td>
<td>12% in 2020 CY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CONSUMPTION TARGET RAMPS TO 4.0 L/100 KM BY 2025 CY [93 G/KM]</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>US</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25%</td>
</tr>
<tr>
<td><strong>EPA, NHTSA, CARB REGS: 4% TO 5% PER YEAR</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>INOVAR Target: 133 G/KM without Diesel Fleet</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Brazil</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>26%</td>
</tr>
<tr>
<td><strong>Expected &quot;ROTA 2030&quot; Release</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>INOVAR Likely to be Extended for 1 Year</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>&quot;ROTA 2030&quot; Expected to be Effective</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>94 G/KM with Diesel: &quot;WELL&quot; to Wheel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TECHNOLOGY PORTFOLIO
A MIX OF TECHNOLOGIES WILL BE REQUIRED

MIX WILL VARY BY MARKET

REDUCTION IN CO₂ VS. TRADITIONAL ICE POWERTRAIN

- Down-Sized Turbo Engines
- Diesels
- Mild Hybrid (mHEV)
- Hybrid (HEV)
- Plug-in Hybrid (PHEV)
- Battery Electric (BEV)

HIGH VOLTAGE ELECTRIFICATION
**ELECTRIC PROPULSION DEVICE TERMS**

**FIVE ELECTRIC MOTOR APPLICATIONS**

- **BELT DRIVEN ELECTRIC MOTOR** integrated into the engine’s accessory drive system.
- **ELECTRIC MOTOR CONNECTED TO THE ENGINE CRANKSHAFT**.
- **ELECTRIC MOTOR LINKED DIRECTLY TO THE PRIMARY INPUT SHAFT OF THE TRANSMISSION** which can be decoupled from the transmission.
- **ELECTRIC MOTOR LINKED DIRECTLY TO THE OUTPUT SHAFT OF THE TRANSMISSION** mounted to the rear of the transmission - typically deployed with a P2 motor.
- **ELECTRIC MOTOR CAN REPLACE TODAY’S MECHANICAL DRIVEN AXLE; IT CAN PROVIDE FULL ELECTRIC DRIVE OR AUGMENT AN ICE ENGINE**.
**ELECTRIFICATION SYSTEM DEPLOYMENT**

The EV systems are deployed across global vehicle architectures.

### Small

<table>
<thead>
<tr>
<th>System</th>
<th>Architecture</th>
</tr>
</thead>
<tbody>
<tr>
<td>mHEV (3)</td>
<td>P1F 12V BSG FWD</td>
</tr>
<tr>
<td>HEV (1)</td>
<td>P2 48V FWD/RWD</td>
</tr>
<tr>
<td>PHEV (4)</td>
<td>P1P2 RWD/4WD</td>
</tr>
<tr>
<td>BEV (4)</td>
<td>P4 CITY CAR</td>
</tr>
</tbody>
</table>

### Compact/Mid

<table>
<thead>
<tr>
<th>System</th>
<th>Architecture</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHEV (4)</td>
<td>P1P4 AWD</td>
</tr>
<tr>
<td>BEV (4)</td>
<td>P4 MAINSTREAM FWD/AWD</td>
</tr>
<tr>
<td>BEV (4)</td>
<td>P4 PERFORMANCE</td>
</tr>
</tbody>
</table>

### Large

<table>
<thead>
<tr>
<th>System</th>
<th>Architecture</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEV (4)</td>
<td>P4 PREMIUM</td>
</tr>
<tr>
<td>PHEV (4)</td>
<td>P2P3 FWD</td>
</tr>
<tr>
<td>BEV (4)</td>
<td>P2P4 PERFORMANCE</td>
</tr>
<tr>
<td>BEV (4)</td>
<td>P1F 48V BSG RWD/4WD</td>
</tr>
<tr>
<td>BEV (4)</td>
<td>P1P2 RWD/4WD</td>
</tr>
</tbody>
</table>

FWD – FRONT WHEEL DRIVE  RWD – REAR WHEEL DRIVE  AWD – ALL WHEEL DRIVE  4WD – FOUR WHEEL DRIVE
FCA ELECTRIFICATION

THE EV SYSTEMS ENHANCE CORE ATTRIBUTES FOR FCA BRANDS

IMPROVED
FUEL ECONOMY
ACCELERATION
LOW SPEED TORQUE

Jeep
EMEA REGION CO₂ – 2022
EU28 – MOST CHALLENGING REGULATORY/CONSUMER ENVIRONMENT

**REGULATIONS**
- Step function shift in 2020
- Metro areas implementing low/zero emission zones
- Fine amounts for not achieving CO₂ targets are significant

**CONSUMERS**
- Continued need for low cost of ownership
- Electrification replaces decreasing diesel demand
- Access to charging stations needs development

**Technology Implementation Rate in EU28**

- Non-electrified 40%
- mHEV 40%
- High voltage electrification 20%
APAC REGION CO₂ – 2022
CHINA – DRIVING TOWARDS GLOBAL ELECTRIFICATION LEADERSHIP

REGULATIONS
MANDATING NEW ENERGY VEHICLES (NEV)
NEVs = BEV, PHEV AND FUEL CELL VEHICLES
CREDIT MULTIPLIERS AND INCENTIVES FAVOR BEVs
NEV LICENSE PLATE INCENTIVES ARE SIGNIFICANT

CONSUMERS
EMERGING CONSUMERS/1ˢᵗ TIME BUYERS – NEW TO MARKET
DESIRE FOR PERSONAL SPACE AND ADVANCED TECHNOLOGY
URBAN LIVING, RELIANCE ON ACCESS TO PUBLIC CHARGING

TECHNOLOGY IMPLEMENTATION RATE IN CHINA

NON-ELECTRIFIED 65%
mHEV 20%
HIGH VOLTAGE ELECTRIFICATION 15%

FCA CAPITAL MARKETS DAY
BALOCCO - JUNE 1, 2018
NAFTA REGION CO₂ – 2022
US – REGULATION UNCERTAINTY WITH MID-TERM EVALUATION

REGULATIONS
- Complex but under government review
- 3 regulations – EPA CO₂, NHTSA CAFE, CARB ZEV
- Flexible regulatory structure
- Plug-in tax credit available for first 200k vehicles

CONSUMERS
- Relatively low fuel prices
- Demand for SUVs and trucks increasing
- Longer commutes and trips favor PHEVs
- Low take rate on vehicles with high voltage electrification in 2017

Technology implementation rate in US

Non-electrified 65%
mHEV 15%
High voltage electrification 20%
LATAM REGION CO₂ – 2022
BRAZIL – CO₂ LEVELS ON PAR WORLDWIDE VIA SUGAR CANE ETHANOL USE

REGULATIONS
30% OF VEHICLE FUEL USAGE IS SUGAR CANE ETHANOL
SUGAR CANE ETHANOL FUEL IS 80% RENEWABLE
PROPOSED NEXT PHASE CREDITS ETHANOL FOR ITS WELL TO WHEEL BENEFITS

CONSUMERS
ETHANOL FUEL READILY AVAILABLE
VERY PRICE SENSITIVE ON VEHICLE PURCHASES
MOSTLY URBAN DRIVING
PHEV AND BEV FOR EMERGING ADOPTERS

TECHNOLOGY IMPLEMENTATION RATE IN BRAZIL

NON-ELECTRIFIED AND ETHANOL BASED 99%

HIGH VOLTAGE ELECTRIFICATION <1%
**CO₂ REDUCTION TECHNOLOGY CADENCE**

Over 30 Nameplates to Utilize One or More of These EV Systems by 2022

### EV Systems

<table>
<thead>
<tr>
<th>Type</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>mHEV</strong></td>
<td>P1F 12V BSG FWD</td>
<td>P2 48V FWD/RWD</td>
<td>P1F 48V BSG RWD/4WD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HEV</strong></td>
<td>P1P2 RWD/4WD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PHEV</strong></td>
<td>P1P2 RWD/4WD</td>
<td>P2P3 FWD</td>
<td>P1P4 AWD</td>
<td>P2P4 PERFORMANCE</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BEV</strong></td>
<td>P4 CITY CAR</td>
<td>P4 MAINSTREAM FWD/AWD</td>
<td>P4 PERFORMANCE</td>
<td>P4 PREMIUM</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### First Application Shown

<table>
<thead>
<tr>
<th>Nameplate</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHRYSLER PACIFICA</td>
<td>2</td>
</tr>
<tr>
<td>FCA 500</td>
<td>3</td>
</tr>
<tr>
<td>Jeep GRAND CHEROKEE</td>
<td>2</td>
</tr>
<tr>
<td>Jeep RENEGADE</td>
<td>6</td>
</tr>
<tr>
<td>Jeep WRANGLER</td>
<td>14</td>
</tr>
<tr>
<td>Maserati ALFIERI</td>
<td>3</td>
</tr>
<tr>
<td>Ram 1500</td>
<td>11</td>
</tr>
<tr>
<td>500e GRAND COMMANDER</td>
<td>2</td>
</tr>
<tr>
<td>Maserati ALFIERI</td>
<td>4</td>
</tr>
<tr>
<td>Maserati QUATTROPORTE</td>
<td>2</td>
</tr>
</tbody>
</table>

*Note: Multiple EV systems can be deployed on one nameplate.*
PROVEN COMPETENCY IN DEVELOPING EV TECHNOLOGY

LEVERAGING SYNERGIES AND VOLUME EFFICIENCIES ACROSS A GLOBAL INDUSTRIAL FOOTPRINT

EV SYSTEMS DEPLOYED TO UNIQUELY ENHANCE THE CORE ATTRIBUTES OF FCA’S POWERFUL BRANDS

PORTFOLIO OF EV TECHNOLOGIES WILL BE LAUNCHED TO ENSURE COMPLIANCE IN EACH REGION