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 cyclicity; 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 and 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 plan 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.
THE YOUNGEST COMMERCIAL VEHICLE BRAND... BUT WITH 100 YEARS OF HERITAGE

1917

FIRST DODGE TRUCK

1999

Peak Volume 723K

2009

Volume 263K

LAUNCH OF THE RAM BRAND
EIGHT CONSECUTIVE YEARS OF SALES GROWTH

BRAND VOLUME GROWTH

Ram Worldwide Sales Growth

% Sales Growth: +13%, +20%, +12%, +19%, +25%, +5%, +9%, +3%, ~11%

Volume (000s): 263, 296, 354, 396, 472, 589, 615, 673, 692, ~770

FORECAST
GAINED SIGNIFICANT PICKUP SHARE +8 ppts

PICKUP SHARE GROWTH

Ram NAFTA Sales with U.S. Share

FORECAST

Volume (000s)

- 2009: 221
- 2010: 257
- 2011: 310
- 2012: 359
- 2013: 432
- 2014: 519
- 2015: 532
- 2016: 572
- 2017: 590
- 2018: ~644

15.5%
SINCE 2009…

FASTEST-GROWING COMMERCIAL VEHICLE BRAND IN NAFTA

GAINED MORE SHARE THAN ANY OTHER COMMERCIAL VEHICLE BRAND +6 PPTS

PORTFOLIO EXPANDED TO INCLUDE LIGHT COMMERCIAL VANS - COVERAGE INCREASED BY 12%

YET… STILL NUMBER 3 IN THE INDUSTRY

...TIME FOR CHANGE
<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2013</th>
<th>2015</th>
<th>2017</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>AWARENESS</td>
<td>80%</td>
<td>80%</td>
<td>84%</td>
<td>84%</td>
<td>95%</td>
<td>94%</td>
</tr>
<tr>
<td>DEFINITELY CONSIDER</td>
<td>16%</td>
<td>19%</td>
<td>25%</td>
<td>22%</td>
<td>44%</td>
<td>45%</td>
</tr>
<tr>
<td>LOYALTY*</td>
<td>34%</td>
<td>39%</td>
<td>45%</td>
<td>44%</td>
<td>44%</td>
<td>41%</td>
</tr>
<tr>
<td>C/D RATIO*</td>
<td>0.77</td>
<td>1.05</td>
<td>1.16</td>
<td>1.21</td>
<td>1.03</td>
<td>0.82</td>
</tr>
</tbody>
</table>

Source: GFK, IHS Global Insight  
*Light Duty Segment
MOMENTUM IS BUILDING… PICKING UP KEY AWARDS

FIRST-EVER AND ONLY FULL-SIZE PICKUP TO WIN MOTOR TREND TRUCK OF THE YEAR AWARD BACK-TO-BACK

2018 EDMUNDS LOYALTY REPORT SCORED THE RAM BRAND THE #1 DOMESTIC BRAND IN MAINSTREAM BRAND LOYALTY

HIGHEST OWNER LOYALTY OF ANY HALF-TON PICKUP TRUCK IN AMERICA – IHS LOYALTY AWARD

HIGHEST CONQUEST OF ANY NAMEPLATE IN THE FULL-SIZE PICKUP TRUCK SEGMENT (IHS)

IMPROVED JD POWER INITIAL QUALITY BY NEARLY 25%, JD POWER 2017 US INITIAL QUALITY (IQS) - MOST IMPROVED TRUCK BRAND
U.S. LIGHT DUTY PICKUP TRUCK SEGMENT

2017MY AVERAGE TRANSACTION PRICE $41K

EXITING RAM 1500 LAGS BY $4K

OLDEST TRUCK IN SEGMENT

LACKING HIGH-TECH FEATURES

Source: PIN, POLK
**SHARE OF U.S. RETAIL PRICE PAID DISTRIBUTION**

<table>
<thead>
<tr>
<th></th>
<th>&lt;$33.9K</th>
<th>$34K – $38.9K</th>
<th>$39K – $44.9K</th>
<th>&gt;$45K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ram</td>
<td>31.7%</td>
<td>21.0%</td>
<td><strong>19.8%</strong></td>
<td>9.6%</td>
</tr>
<tr>
<td>Ford</td>
<td>37.3%</td>
<td>35.1%</td>
<td>39.4%</td>
<td>57.6%</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>22.0%</td>
<td>32.6%</td>
<td>25.1%</td>
<td>15.9%</td>
</tr>
<tr>
<td>LD Segment</td>
<td>23.2%</td>
<td>25.8%</td>
<td>26.1%</td>
<td>24.9%</td>
</tr>
</tbody>
</table>

**U.S. CAB TYPE MIX**

<table>
<thead>
<tr>
<th></th>
<th>REGULAR</th>
<th>EXTENDED</th>
<th>CREW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ram</td>
<td>4%</td>
<td>22%</td>
<td>74%</td>
</tr>
<tr>
<td>Ford</td>
<td>5%</td>
<td>19%</td>
<td>76%</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>5%</td>
<td>34%</td>
<td>61%</td>
</tr>
<tr>
<td>LD Segment Mix</td>
<td>5%</td>
<td>24%</td>
<td>71%</td>
</tr>
</tbody>
</table>

Source: PIN, IHS Global Insight
1. ALL-NEW LIGHT DUTY TRUCK
- Efficiency & Capability
- Technology
- Connectivity & Telematics
- Luxury

2. MAINTAIN CLASSIC TRUCK
- Priced for Entry Buyers and Fleet Customers
- Proven, Functional and Capable

3. REALIGNMENT OF MANUFACTURING CAPACITY
- Added Third Truck Plant
- Increased Capacity by 240K units

WHAT WE ARE DOING ABOUT IT

AUTO SHOW EDITORS PICK TRUCK OF THE YEAR
Light Duty Segment Transaction Prices

- **$41K Segment Avg.**
  - Silverado $39K
  - New Ram 1500
  - Exiting Ram 1500 $37K
  - F-150 $43K

**Raptor Effect**
- Average transaction price is $71K
- $28K above Ford average
- 2017 sales 23K (5% mix)
- Attracts younger buyers with twice the median income

Source: PIN, POLK
OFF/ON-ROAD PERFORMANCE
POWER AND TORQUE
TECHNOLOGY
STYLING
HEAVY DUTY SEGMENT TRANSACTION PRICES

**U.S. HEAVY DUTY PICKUP TRUCK SEGMENT**

RAM HEAVY DUTY LAGS BY $3K
- OLDEST TRUCK IN SEGMENT
- LACKING HIGH-TECH FEATURES

ALL-NEW RAM HEAVY DUTY LAUNCHES JANUARY 2019

TARGETED TO DRIVE LEADERSHIP IN KEY HEAVY DUTY PURCHASE REASONS

OFFERING STRONGEST DIESEL IN THE MARKET PLACE

NEW RAM HEAVY DUTY WILL INCREASE TRANSACTION PRICE

---

Source: PIN, POLK
A LOOK AT THE LIGHT COMMERCIAL VAN MARKET

STEADY GROWTH – 66K PEAK VOLUME IN 2017CY

WINNING KEY ACCOUNTS

FOCUSED PRODUCT OFFERING

<table>
<thead>
<tr>
<th>Year</th>
<th>ProMaster</th>
<th>ProMaster City</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>4K</td>
<td></td>
<td>~13.7%</td>
</tr>
<tr>
<td>2014</td>
<td>22K</td>
<td></td>
<td>~72K</td>
</tr>
<tr>
<td>2015</td>
<td>13K</td>
<td>31K</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td>44K</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td>46K</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
<td>~72K</td>
</tr>
</tbody>
</table>

NAFTA Sales (including Ram Rapid)
ECONOMIC INDICATORS REMAIN POSITIVE FOR TRUCK VOLUME GROWTH

U.S. INDUSTRY SALES RAM RELATIVE SEGMENTS

- **16.8%**
- **+ 3%**
- **(0.9)%**

**2014**
- 3,022K

**2018**
- 3,529K

**2022**
- 3,650K
- 3,495K

**3,495K**

**HOUSING STARTS**: LEADING INDICATOR OF ECONOMIC STRENGTH, CONSUMER SPENDING AND PICKUP TRUCK SALES – **HIGHEST IN 10 YEARS**

**GAS PRICES**: LOW FUEL PRICES SUPPORT CONSUMER SPENDING AND CONTINUED UV/TRUCK BIAS, GAS PRICES FORECASTED <$3.50/GALLON THROUGH 2030

**UNEMPLOYMENT**: LOWEST JOBLESS RATE IN 17+ YEARS – 91 CONSECUTIVE MONTHS OF POSITIVE JOB GAINS

**INTEREST RATES**: RISING GRADUALLY BUT REMAINING AT HISTORICALLY LOW LEVELS, CURRENT FED FUND RATE = 1.75% (MAY, 2018)

IHS Global Insight; FCA Group Estimates
### PRODUCT PLAN

<table>
<thead>
<tr>
<th>SEGMENTS</th>
<th>2018</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIGHT DUTY</td>
<td>ALL NEW 1500</td>
<td>NEW TRX</td>
</tr>
<tr>
<td>HEAVY DUTY</td>
<td>HEAVY DUTY</td>
<td>ALL-NEW HEAVY DUTY</td>
</tr>
<tr>
<td>SMALL VAN</td>
<td>PROMASTER CITY</td>
<td>ALL-NEW PROMASTER CITY</td>
</tr>
<tr>
<td>LARGE VAN</td>
<td>PROMASTER</td>
<td>PROMASTER</td>
</tr>
</tbody>
</table>

**ELECTRIFICATION**
- HEV
- L2 2021: 100%
- L2 2022: 100%
- L2 2021: 100%
- L2 2022: 100%
PICKUP AND VAN SEGMENT FORECAST 2018-2022

- **VAN DOMINANT**
  - 2018: 0.9
  - 2022: 1.0
  - Growth: +0.1M
  - Percentage: 69%

- **TRUCK DOMINANT**
  - 2018: 4.0
  - 2022: 4.0
  - Growth: +0.0M
  - Percentage: 84%

- **GLOBAL**
  - 2018: 3.4
  - 2022: 3.6
  - Growth: +0.2M
  - Percentage: 82%

- **GLOBAL**
  - 2018: 6.5
  - 2022: 7.0
  - Growth: +0.5M
  - Percentage: 74%

- **GLOBAL**
  - 2018: 14.8
  - 2022: 15.6
  - Growth: +0.8M
  - Percentage: 58%

Source: IHS Global Insight.
FCA HAS 3 COMMERCIAL VEHICLE DIVISIONS WITH REGIONALLY-FOCUSED PORTFOLIO

<table>
<thead>
<tr>
<th>2017CY Volume (M)</th>
<th>VANS</th>
<th>PICKUP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mix of Global Van/PU Seg.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A/B</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>15.9%</td>
<td>9.3%</td>
</tr>
<tr>
<td>2.36</td>
<td></td>
<td>1.38</td>
</tr>
<tr>
<td>1.38</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: IHS Global Insight; * Partnership Product with Mitsubishi
REGIONAL FOCUS BASED ON BRAND STRENGTH

LIMITED COVERAGE
<table>
<thead>
<tr>
<th>Brand</th>
<th>2017 Volume (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford</td>
<td>2.03</td>
</tr>
<tr>
<td>Toyota</td>
<td>1.10</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>1.01</td>
</tr>
<tr>
<td>Ram</td>
<td>0.67</td>
</tr>
<tr>
<td>Nissan</td>
<td>0.59</td>
</tr>
<tr>
<td>Fiat</td>
<td>0.49</td>
</tr>
<tr>
<td>VW</td>
<td>0.41</td>
</tr>
<tr>
<td>Renault</td>
<td>0.40</td>
</tr>
<tr>
<td>MB</td>
<td>0.38</td>
</tr>
<tr>
<td>GMC</td>
<td>0.36</td>
</tr>
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Source: IHS Global Insight
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<td>HEAVY DUTY</td>
<td>ALL-NEW HEAVY DUTY</td>
</tr>
<tr>
<td>MID-SIZE</td>
<td></td>
<td>NEW MID-SIZE / METRIC TON</td>
</tr>
<tr>
<td>SMALL VAN</td>
<td>PROMASTER CITY</td>
<td>ALL-NEW PROMASTER CITY</td>
</tr>
<tr>
<td>LARGE VAN</td>
<td>PROMASTER</td>
<td>PROMASTER</td>
</tr>
</tbody>
</table>
SALES OUTLOOK 2018 - 2022

GOAL: 1 MILLION UNITS

BECOME #2 COMMERCIAL VEHICLE BRAND IN NAFTA