Interim Report
for the period ended 30 September 2012

Third Quarter 2012

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In this document, the terms "Chrysler Group" or "Chrysler" are used to identify Chrysler Group LLC, together with its direct and indirect subsidiaries. The terms "Fiat", "Fiat Group" or "Group" are used to identify Fiat S.p.A., together with its direct and indirect subsidiaries, which include, beginning 1 June 2011, Chrysler Group LLC and its direct and indirect subsidiaries.

This document has been translated into English for the convenience of international readers.
The original Italian is the authoritative version.

This report is also available at www.fiatspa.com

Fiat S.p.A.
Registered Office: Via Nizza 250, Turin, ITALY
Share Capital: €4,476,441,927.34
Turin Companies Register/Tax Code: 00469580013

BOARD OF DIRECTORS AND AUDITORS

BOARD OF DIRECTORS

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Reconta Ernst & Young S.p.A.

(1) Member of the Nominating, Corporate Governance and Sustainability Committee

(2) Member of the Internal Control and Risk Committee

(3) Member of the Compensation Committee

FIAT GROUP INTERIM REPORT

INTRODUCTION

The Interim Report for the period ended 30 September 2012 has been prepared in accordance with Legislative Decree 58/1998, as amended, and the "Regolamento Emittenti" issued by Consob.

It also conforms with the requirements of the International Financial Reporting Standards ("IFRS") issued by the International Accounting Standards Board ("IASB") and adopted by the European Union and has been prepared in accordance with IAS 34 – *Interim Financial Reporting*. The accounting principles applied are consistent with those used for preparation of the Consolidated Financial Statements at 31 December 2011, except as otherwise stated under "Accounting principles, amendments and interpretations adopted from 1 January 2012" in the Notes to the Interim Consolidated Financial Statements.

This Report is unaudited.

OPERATING PERFORMANCE

HIGHLIGHTS

1.1-30.9 2012		1.1-30.9 2011(*)			3rd Quarter 2012	3rd Quarter 2011
Fiat with Chrysler	Fiat excluding Chrysler	Fiat with Chrysler	Fiat excluding Chrysler	(€ million)	Fiat with Chrysler	Fiat with Chrysler
62,182	26,415	39,915	28,013	Net revenues	20,437	17,552
2,827	243	1,627	921	Trading profit/(loss)	951	851
2,770	175	2,707	2,215	EBIT (1)	880	825
5,875	1,762	5,015	3,887	EBITDA (2)	1,910	1,848
1,533	(437)	1,796	1,583	Profit/(loss) before taxes	481	282
1,023	(800)	1,386	1,207	Profit/(loss) for the period	286	112
246	(821)	1,291	1,187	Profit/(loss) attributable to owners of the parent	39	(46)
1,155	(656)	362	(37)	Profit/(loss) ex-unusuals	362	169
				(per share data in €)		
0.202	-	1.066	-	Basic earnings per ordinary share (3)	0.032	(0.038)
0.201	-	1.057	-	Diluted earnings per ordinary share (3)	0.032	(0.038)

(*) *Includes Chrysler from 1 June 2011.*
(1) *Trading profit/(loss) plus unusuals and result from investments.*
(2) *EBIT plus depreciation and amortization.*
(3) *Note 12 to the financial statements provides additional information on the calculation of basic and diluted earnings per share. For 2011, the calculation also assumes conversion of all preference and savings shares into ordinary shares effective 1 January 2011.*

	30.9.2012		31.12.2011	
(€ million)	Fiat with Chrysler	Fiat excluding Chrysler	Fiat with Chrysler	Fiat excluding Chrysler
Net debt	9,489	8,246	8,898	5,818
of which: Net industrial debt	*6,694*	*5,451*	*5,529*	*2,449*
Total equity	12,963	-	12,260	-
Equity attributable to owners of the parent	9,069	-	8,727	-
No. of employees at period end	208,808	-	197,021	-

Disclaimer

This report, and in particular the section entitled "Outlook", contains forward-looking statements. These statements are based on the Group's current expectations and projections about future events and, by their nature, are 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 such statements as a result of a variety of factors, including: volatility and deterioration of capital and financial markets, including further worsening of the Eurozone sovereign debt crisis, changes in commodity prices, changes in general economic conditions, economic growth and other changes in business conditions, weather, floods, earthquakes or other natural disasters, changes in government regulation (in each case, in Italy or abroad), production difficulties, including capacity and supply constraints and many other risks and uncertainties, most of which are outside of the Group's control.

GROUP RESULTS

Third Quarter

	3rd Quarter 2012			3rd Quarter 2011		
(€ million)	Fiat with Chrysler	Chrysler	Fiat excluding Chrysler	Fiat with Chrysler	Chrysler	Fiat excluding Chrysler
Net revenues	20,437	12,396	8,490	17,552	9,284	8,813
Cost of sales	17,314	10,387	7,376	14,806	7,837	7,514
Selling, general and administrative	1,645	945	700	1,483	737	746
Research and development	467	204	263	416	165	251
Other income/(expense)	(60)	(14)	(46)	4	11	(7)
TRADING PROFIT/(LOSS)	**951**	**846**	**105**	**851**	**556**	**295**
Result from investments	5	(1)	6	31	6	25
Gains/(losses) on disposal of investments	-	-	-	-	-	-
Restructuring costs	(4)	(5)	1	61	(2)	63
Other unusual income/(expense)	(80)	(31)	(49)	4	1	3
EBIT	**880**	**819**	**61**	**825**	**565**	**260**
Financial income/(expense)	(399)	(209)	(190)	(543)	(209)	(334)
PROFIT/(LOSS) BEFORE TAXES	**481**	**610**	**(129)**	**282**	**356**	**(74)**
Income taxes	195	43	152	170	34	136
PROFIT/(LOSS)	**286**	**567**	**(281)**	**112**	**322**	**(210)**

Nine Months to September

	1.1-30.9.2012			1.1-30.9.2011(*)		
(€ million)	Fiat with Chrysler	Chrysler	Fiat excluding Chrysler	Fiat with Chrysler	Chrysler	Fiat excluding Chrysler
Net revenues	62,182	37,969	26,415	39,915	12,609	28,013
Cost of sales	52,949	32,059	23,092	33,866	10,644	23,929
Selling, general and administrative	4,961	2,702	2,259	3,373	1,016	2,357
Research and development	1,375	590	785	1,026	232	794
Other income/(expense)	(70)	(34)	(36)	(23)	(11)	(12)
TRADING PROFIT/(LOSS)	**2,827**	**2,584**	**243**	**1,627**	**706**	**921**
Result from investments	75	(1)	76	79	6	73
Gains/(losses) on disposal of investments	(91)	-	(91)	7	-	7
Restructuring costs	(39)	(43)	4	103	1	102
Other unusual income/(expense)	(80)	(31)	(49)	1,097	(219)	1,316
EBIT	**2,770**	**2,595**	**175**	**2,707**	**492**	**2,215**
Financial income/(expense)	(1,237)	(625)	(612)	(911)	(279)	(632)
PROFIT/(LOSS) BEFORE TAXES	**1,533**	**1,970**	**(437)**	**1,796**	**213**	**1,583**
Income taxes	510	147	363	410	34	376
PROFIT/(LOSS)	**1,023**	**1,823**	**(800)**	**1,386**	**179**	**1,207**

(*) Includes Chrysler from 1 June 2011.

Third Quarter

Group **revenues** were up 16% (+9% at constant exchange rates) over the prior year to €20.4 billion, with NAFTA growing by 38% (+22% at constant exchange rates) to €10.8 billion and APAC by 39% to €0.8 billion. LATAM increased to €3.0 billion, while EMEA was down 13%, with continued declines in demand, particularly in Italy and in the smaller car segments. Luxury and Performance brands increased revenues by 4% to €0.7 billion, mainly driven by growth in North America. Components reported revenues substantially in line with Q3 2011 at approximately €2.0 billion.

Trading profit totaled €951 million for the quarter. The NAFTA region reported a trading profit of €660 million, an increase of 67% driven by strong volume growth. For LATAM, trading profit totaled €341 million, down €56 million over the prior year with better volume and mix more than offset by cost inflation and negative currency translation impacts of €14 million. APAC doubled to €73 million, driven by improved volumes and mix. Negative trading conditions in EMEA resulted in a trading loss of €238 million (€116 million loss in Q3 2011), with cost containment actions partially mitigating the impact of reduced volumes and negative pricing pressure. Luxury and Performance brands and Components contributed €89 million and €39 million, respectively. Trading profit for Fiat excluding Chrysler was reduced to €105 million from €295 million in Q3 2011, principally due to the worsened trading conditions in Europe.

EBIT was €880 million. For mass-market brands, EBIT by region was as follows: NAFTA increased by 65% to €664 million; LATAM was €310 million (with unusual charges of €31 million), down from €397 million in Q3 2011; APAC more than tripled to €74 million. EMEA reported a €219 million loss (€136 million loss in Q3 2011); excluding unusuals, there was a loss of €195 million in Q3 2012, compared to a loss of €76 million in Q3 2011.

Net financial expense totaled €399 million, compared to €543 million in 2011, which included a €138 million loss on the mark-to-market of the Fiat stock option-related equity swaps (€1 million gain in Q3 2012). Net of this item, net financial expense was substantially in line with the prior year.

Profit before taxes was €481 million, an increase of €199 million over Q3 2011, reflecting a €55 million improvement in EBIT and €144 million reduction in net financial expense.

Income taxes totaled €195 million (€170 million in Q3 2011) and related primarily to the taxable income of companies operating outside Europe and employment-related taxes in Italy.

Net profit was €286 million for the quarter, more than double the €112 million for Q3 2011. Profit attributable to owners of the parent amounted to €39 million (loss of €46 million in Q3 2011). Excluding unusuals, net profit for the quarter was €362 million (€169 million in Q3 2011).

Net industrial debt for the Group at 30 September 2012 was €6.7 billion, an increase of €1.3 billion for the quarter. A €1.4 billion negative cash flow for Fiat excluding Chrysler, in line with the prior year, took its net industrial debt to €5.5 billion at quarter-end, and €0.1 billion positive cash flow for Chrysler reduced its net industrial debt to €1.2 billion.

Total available liquidity, inclusive of €3.0 billion in undrawn committed credit lines (unchanged over June end), was €20.0 billion (€22.7 billion at June end), of which €9.8 billion related to Fiat excluding Chrysler (€12.1 billion at June end) and €10.2 billion to Chrysler (€10.6 billion at June end). Cash utilization for Fiat excluding Chrysler primarily reflected the operating-related cash absorption and €1.3 billion gross debt reduction. Cash reduction of €0.4 billion at Chrysler was due primarily to the annual payment of accrued interest on the VEBA Trust Note and currency translation effects, net of the positive contribution from operations.

Nine Months to September

Group **revenues** were €62.2 billion for the nine months to September. Excluding Chrysler, revenues totaled €26.4 billion, a 6% decrease over the same period in 2011, mainly reflecting volume declines in Europe. Luxury and Performance brands increased revenues by 8% to €2.1 billion. Components were down 1% to €6.0 billion.

Trading profit was €2,827 million. Excluding Chrysler, trading profit was €243 million, compared to €921 million for the same period in 2011. For Luxury and Performance brands, trading profit increased 10% to €264 million, while Components reported a 25% decrease to €122 million.

EBIT was €2,770 million. Excluding Chrysler, EBIT was €175 million (compared to €2,215 million for 2011) or €319 million net of unusuals.

Net financial expense totaled €1,237 million. Excluding Chrysler, net financial expense was €612 million, compared to €632 million for the same period in 2011. Net of the impact of the mark-to-market of the Fiat stock option-related equity swaps (a €30 million gain for the nine months to September 2012 and a €115 million loss for the same period in 2011), net financial expense increased by €125 million mainly reflecting higher debt levels.

Profit before taxes was €1,533 million. Excluding Chrysler, there was a €437 million loss compared to a €1,583 million profit in 2011. Net of unusuals, there was a loss of €293 million, compared to a profit of €362 million for the same period in 2011; the €655 million difference over the nine months to September 2011 mainly reflects the €678 million decrease in trading profit.

Income taxes totaled €510 million. Excluding Chrysler, income taxes were €363 million and related primarily to the taxable income of companies operating outside Europe and employment-related taxes in Italy.

Net profit was €1,023 million for the nine months to September. Profit attributable to the owners of the parent totaled €246 million. Excluding Chrysler, there was an €800 million loss, compared to a €1,207 million profit for 2011; excluding unusuals, the loss was €656 million, compared to a €37 million loss for the nine months to September 2011.

Net industrial debt totaled €6.7 billion at 30 September 2012, compared to €5.5 billion at year-end 2011. Chrysler improved net industrial debt by €1.8 billion, partially offsetting absorption of €3.0 billion for the rest of the Group. Capital expenditure totaled €5.3 billion (of which, €2.1 billion for Fiat excluding Chrysler), progressing in line with the full-year expectation.

Results by Segment

Third Quarter

Net revenues 3rd Quarter 2012	3rd Quarter 2011	Change	(€ million)	EBIT 3rd Quarter 2012	3rd Quarter 2011	Change
10,759	7,772	2,987	**NAFTA** (mass-market brands)	664	403	261
2,955	2,853	102	**LATAM** (mass-market brands)	310	397	-87
830	599	231	**APAC** (mass-market brands)	74	20	54
3,820	4,383	-563	**EMEA** (mass-market brands)	(219)	(136)	-83
667	640	27	**Luxury and Performance Brands** (Ferrari, Maserati)	89	87	2
1,951	1,959	-8	**Components** (Magneti Marelli, Teksid, Comau)	38	58	-20
232	261	-29	**Other**	(61)	(8)	-53
(777)	(915)	138	**Eliminations and adjustments**	(15)	4	-19
20,437	**17,552**	**2,885**	**Total**	**880**	**825**	**55**

Nine Months to September

Net revenues 1.1-30.9 2012	1.1-30.9 2011 (*)	Change	(€ million)	EBIT 1.1-30.9 2012	1.1-30.9 2011 (*)	Change
32,113	10,668	21,445	**NAFTA** (mass-market brands)	2,089	511	1,578
8,166	7,813	353	**LATAM** (mass-market brands)	783	1,001	-218
2,307	933	1,374	**APAC** (mass-market brands)	219	18	201
13,248	14,549	-1,301	**EMEA** (mass-market brands)	(573)	(652)	79
2,105	1,948	157	**Luxury and Performance Brands** (Ferrari, Maserati)	264	239	25
5,988	6,060	-72	**Components** (Magneti Marelli, Teksid, Comau)	121	(152)	273
712	785	-73	**Other**	(109)	(56)	-53
(2,457)	(2,841)	384	**Eliminations and adjustments**	(24)	1,798 (1)	-1,822
62,182	**39,915**	**22,267**	**Total**	**2,770**	**2,707**	**63**

Net revenues 1.1-30.9 2012	1.1-30.9.2011 pro-forma (2)	Change	(€ million)	EBIT 1.1-30.9 2012	1.1-30.9.2011 pro-forma (2)	Change
32,113	24,638	7,475	**NAFTA** (mass-market brands)	2,089	1,194	895
8,166	8,319	-153	**LATAM** (mass-market brands)	783	1,055	-272
2,307	1,506	801	**APAC** (mass-market brands)	219	74	145
13,248	15,036	-1,788	**EMEA** (mass-market brands)	(573)	(608)	35
2,105	1,948	157	**Luxury and Performance Brands** (Ferrari, Maserati)	264	239	25
5,988	6,060	-72	**Components** (Magneti Marelli, Teksid, Comau)	121	(152)	273
712	785	-73	**Other**	(109)	(56)	-53
(2,457)	(2,987)	530	**Eliminations and adjustments**	(24)	1,799 (1)	-1,823
62,182	**55,305**	**6,877**	**Total**	**2,770**	**3,545**	**-775**

(*) *Includes Chrysler from 1 June 2011.*

(1) *Includes €2,107 million in unusual income from measurement of the existing stake in Chrysler upon acquisition of control, net of the related €220 million revaluation of Chrysler inventories recognized in the income statement in June.*

(2) *Assumes Chrysler consolidated from 1 January 2011.*

Mass-market brands

NAFTA

Third Quarter

(€ million)	*3rd Quarter 2012*	*3rd Quarter 2011*	*Change*
Net revenues	10,759	7,772	2,897
Trading profit	660	395	265
EBIT	664	403	261
Shipments (000s)	504	409	95

Vehicle shipments in the NAFTA region totaled 504,000 units for Q3 2012, representing a 23% increase over Q3 2011. In the U.S., 426,000 vehicles were shipped (up 29% over Q3 2011). In Canada, 52,000 vehicles were shipped, down 10% partly as a result of lower Ram 1500 shipments due to product changeover**.** For Mexico, 23,000 vehicles were shipped (up 28%).

Vehicle sales[1] in NAFTA totaled 504,000 for the quarter, an increase of 12% over Q3 2011. In the U.S., sales growth continued with a 13% increase to 417,000 vehicles, closing the quarter with 30 consecutive months of year-over-year sales gains. In Canada, sales increased 5% to 64,000 vehicles, and in Mexico, sales were up 17% to 23,000 vehicles.

The **U.S. vehicle market** was up 14% for Q3 2012 to 3.7 million vehicles. Group share was fairly consistent with the prior year at 11.3%. Jeep sales totaled 124,000 vehicles for the quarter, up 8% year-over-year, with the Patriot (+21%) and the Grand Cherokee (+18%) leading the increase. Dodge, the Group's number one selling brand in the U.S., posted vehicle sales of 131,000 for Q3 2012, up 13% from the prior year mainly driven by the Journey (+55%), the Avenger (+50%), the Grand Caravan (+36%) and the new Dodge Dart, still in the ramp-up phase (9,000 vehicles sold). The Ram truck brand posted a sales increase of 11% to 76,000 vehicles and the Ram pickup truck, Chrysler Group's volume leader, had its best September sales performance since 2007. Chrysler brand sales totaled 74,000 vehicles for Q3 2012, an increase of 20% over the prior year with strong performance from the Chrysler 300 (+32%) and 200 (+20%).

The **Canadian vehicle market** grew 6% year-over-year to 450,000 vehicles for the quarter. Total market share was 14.3% in the quarter (14.5% in Q3 2011). Key performers included the Chrysler 300 (+80%) and 200 (+71%), Jeep Wrangler (+18%) and Dodge Journey (+17%).

Fiat 500 sales in the U.S. and Canada totaled 14,000 vehicles for the quarter, compared to 11,000 vehicles in Q3 2011, with the monthly sales rate remaining consistently above 4,000 units since March 2012.

The NAFTA region reported **revenues** of €10.8 billion, up 38% (+22% at constant exchange rates) over the prior year primarily due to higher volumes.

Trading profit for Q3 2012 was €660 million, up 67% over the prior year (+47% at constant exchange rates), with volume increases and positive net pricing partially offset by higher industrial costs, impacted by manufacturing capacity increases and higher advertising. **EBIT** was €664 million, reflecting the strong trading profit performance for the period.

The Dodge Dart was named a "2012 Top Safety Pick" by the Insurance Institute for Highway Safety. The 2013 Dart, along with the newly launched 2013 Ram 1500, were named to *Total Car Score's* list of "Top 10 New Cars for 2013" and the *Washington Post's* list of "Most Important New Cars for 2013". The 2012 Fiat 500 was named one of the "10

1 *"Sales" represent sales to end customers as reported by the Chrysler dealer network.*

Best Back-to-School Cars" by *Kelley Blue Book's kbb.com*, and was also awarded Strategic Vision's "Total Quality Index Award" in the Small Car segment. *Road & Travel Magazine* honored the 2012 Dodge Journey as a "Top 10 Pick" in its 2012 SUV Buyer's Guide. The Texas Auto Writers Association awarded the 2013 Ram 1500 the "Truck of Texas" and the Jeep Grand Cherokee the "SUV of Texas" awards during this year's Texas Truck Rodeo. Overall, the Ram Truck and Jeep brands won eight of the 19 awards at the event.

Nine Months to September

(€ million)	*1.1-30.9.2012*	*1.1-30.9.2011*	*Change*	*1.1-30.9.2011 pro-forma* [(1)]	*Change*
Net revenues	32,113	10,668	21,445	24,638	7,475
Trading profit	2,047	505	1,542	1,190	857
EBIT	2,089	511	1,578	1,194	895
Shipments (000s)	1,572	567	1,005	1,317	255

[(1)] *Assumes Chrysler consolidated from 1 January 2011.*

Vehicle shipments in NAFTA totaled 1,572,000 units for the nine months to September, representing a 19% increase over the same period of 2011, on a pro-forma basis. In the U.S., vehicle shipments were 1,290,000 (up 23% over 2011), in Canada shipments were 201,000 vehicles (up 1%). Vehicle shipments for Mexico were 68,000 (up 15%).

Vehicle sales in the NAFTA region totaled 1,511,000 for the period, an increase of 21% over the nine months to September 2011 (on a pro-forma basis). In the U.S., vehicle sales increased 24% to 1,251,000. In Canada, sales increased 6% to 195,000 vehicles, and in Mexico sales were up 11% to 65,000 vehicles.

For the nine months to September 2012, the **U.S. vehicle market** was up 15% to 11.1 million vehicles. Overall market share was 11.2%, compared to 10.4% for the same period in 2011. Jeep vehicle sales totaled 365,000 for the period, up 20% year-over-year. Dodge posted vehicle sales of 392,000 during the nine months to September 2012, an increase of 14%. The Ram brand posted a sales increase of 15% to 219,000 vehicles. Chrysler brand sales totaled 242,000 vehicles for the nine months to September 2012, up 53% over the same period a year ago.

The **Canadian vehicle market** grew 7% year-over-year to 1,330,000 vehicles. Total market share was 14.6%, fairly consistent with the nine months to September 2011.

Fiat 500 sales in the U.S. and Canada totaled 40,000 cars for the nine months to September 2012, compared to 18,000 vehicles for the same period in 2011, already meeting the full-year volume expectation.

The NAFTA region reported **revenues** of €32 billion for the nine months to September 2012, up 30% (+19% at constant exchange rates) over the prior year on a pro-forma basis, primarily due to higher volumes.

Trading profit was €2,047 million, up 72% over the nine months to September 2011 on a pro-forma basis (+56% at constant exchange rates). **EBIT** was €2,089 million, reflecting the strong trading profit performance for the period.

LATAM

Third Quarter

(€ million)	*3rd Quarter 2012*	*3rd Quarter 2011*	*Change*
Net revenues	2,955	2,853	102
Trading profit	341	397	-56
EBIT	310	397	-87
Shipments (000s)	271	237	34

Shipments in the LATAM region totaled 271,000 units, up 14% over Q3 2011, with the Brazilian market reacting positively to government measures introduced in May, including a temporary reduction in vehicle sales tax that the government has confirmed will remain in place until year-end.

In **Brazil**, the passenger car and LCV market was up 16% over Q3 2011 to 1,034,000 units. For passenger cars only, the year-over-year increase was 25%.

The Group confirmed its leadership of the Brazilian market, outpacing a strong market with overall share up 2.3 percentage points to 24.3% and demonstrating its ability to react promptly to increased market demand. The Group's best-selling products continued to perform well, led by the continued success of the new Uno and Palio. Fiat retained its leadership in the A and B segments with a combined share of 31.2%.

The Group shipped a total of 243,000 passenger cars and LCVs in Brazil, representing a 23% year-over-year increase. Strong sales performance for the Jeep and RAM brands, resulted in year-over-year increases of 91% and 25%, respectively.

In **Argentina**, the market was down 9% over the prior year to a total of 207,000 units for the quarter. Group sales decreased 33% to 19,000 units, with market share at 9.3% (-3.3 p.p.). Shipments were down 37% to approximately 18,000 units. Both sales and shipments were affected during the quarter by the reduced product availability associated with customs delays for imported vehicles.

In other LATAM markets, shipments totaled approximately 11,000 units (-8% versus Q3 2011).

Revenues for the region totaled €2,955 million, representing a 4% increase over Q3 2011 (+10% at constant exchange rates) driven by higher volumes.

Trading profit was €341 million, compared to €397 million for Q3 2011. Better volumes and mix together with manufacturing efficiencies were more than offset by an inflationary cost increase, higher costs related to new vehicle launches and currency translation impacts. **EBIT** totaled €310 million, including €31 million in unusual charges, compared to €397 million for Q3 2011.

In July, the Fiat brand launched the new Punto in Brazil and Dodge launched the all-new 2013 Dodge Dart in Puerto Rico. In August, Fiat launched a sun-roof option for the new Palio and Grand Siena, making it the first automaker in Brazil to offer a factory-installed sun-roof in the B-sedan segment.

The Brazilian government recently launched the "Inovar-Auto" program to foster long-term development of the domestic car industry through subsidized incentive schemes tied to energy efficiency, investment in R&D and engineering, as well as domestic production. The Group is well positioned to participate in and fully benefit from this program, which will run from 2013 to 2017.

Nine Months to September

(€ million)	*1.1-30.9.2012*	*1.1-30.9.2011*	*Change*	*1.1-30.9.2011 pro-forma* [1]	*Change*
Net revenues	8,166	7,813	353	8,319	-153
Trading profit	814	1,026	-212	1,080	-266
EBIT	783	1,001	-218	1,055	-272
Shipments (000s)	712	675	37	694	18

[1] *Assumes Chrysler consolidated from 1 January 2011.*

For the nine months to September 2012, shipments in the LATAM region totaled 712,000 units, a 3% increase over the prior year (on a pro-forma basis).

In **Brazil**, the passenger car and LCV market registered a 5% year-over-year increase to 2,667,000 units. The Group confirmed its leadership of the Brazilian market, with overall share up 0.8 percentage points to 23.1%. A total of 614,000 passenger cars and LCVs were shipped during the period, representing a 5% increase over the prior year (on a pro-forma basis).

In **Argentina**, where the market was in line with the same period in 2011 at 648,000 units, Group sales totaled approximately 71,000 units with share at 10.9% (-0.7 p.p.). Shipments decreased by 16% (on a pro-forma basis) to 63,000 vehicles.

In other LATAM countries, shipments totaled approximately 35,000 units (-5% over 2011).

Revenues for the region totaled €8.2 billion, 2% lower than the same period a year ago (on a pro-forma basis). At constant exchange rates, revenues were up 2%.

Trading profit was €814 million for the period, compared to €1,080 million for 2011 (on a pro-forma basis). EBIT totaled €783 million, including €31 million in unusual charges. For 2011, **EBIT** was €1,055 million (on a pro-forma basis), including €25 million in unusual charges.

APAC

Third Quarter

(€ million)	*3rd Quarter 2012*	*3rd Quarter 2011*	*Change*
Net revenues	830	599	231
Trading profit	73	37	36
EBIT	74	20	54
Shipments (000s)	26	23	3

Vehicle shipments in the region (excluding JVs) totaled approximately 26,000 units for Q3 2012, up 13% from a year ago.

Demand increased in most of the Group’s key markets (i.e., India, China, Japan, Australia), but contracted slightly in South Korea.

Group retail sales, including JVs, totaled 28,000 units for the quarter, an 11% increase over Q3 2011 (compared to a 10% increase for the market overall), driven by strong performance in China (+18%), Australia (+44%), Japan (+20%) and South Korea (+21%). The Jeep brand accounted for 69% of APAC sales, almost doubling in volumes over Q3 2011 with a particularly strong performance in China (+114%).

Revenues in the APAC region totaled €830 million, up 39% over Q3 2011 (+24% at constant exchange rates), primarily driven by the performance of the Jeep and Chrysler brands.

Trading profit was €73 million, double the prior year, benefiting primarily from volume growth and a favorable exchange rate impact. **EBIT** (which includes the contribution from joint ventures) totaled €74 million, compared to €20 million in Q3 2011.

Nine Months to September

(€ million)	*1.1-30.9.2012*	*1.1-30.9.2011*	*Change*	*1.1-30.9.2011 pro-forma [1]*	*Change*
Net revenues	2,307	933	1,374	1,506	801
Trading profit	214	46	168	102	112
EBIT	219	18	201	74	145
Shipments (000s)	77	34	43	55	22

(1) Assumes Chrysler consolidated from 1 January 2011.

Vehicle shipments in the region (excluding JVs) totaled approximately 77,000 units for the nine months, up 40% over a year ago (on a pro-forma basis).

Group retail sales, including JVs, totaled 80,500 units for the period, up 20% over the prior year and outperforming the industry (+14%), driven by strong performance in China (+23%), Australia (+49%), Japan (+34%) and South Korea (+29%).

Revenues in the APAC region totaled €2,307 million, up 53% over same period last year (€1,506 million on a pro-forma basis).

Trading profit was €214 million, more than double the €102 million for the same period in 2011 (on a pro-forma basis). **EBIT** for the nine months was more than triple the prior year at €219 million.

EMEA

Third Quarter

(€ million)	*3rd Quarter 2012*	*3rd Quarter 2011*	*Change*
Net revenues	3,820	4,383	-563
Trading profit/(loss)	(238)	(116)	-122
EBIT	(219)	(136)	-83
Shipments (000s)	203	239	-36

Passenger car and LCV shipments in the EMEA region totaled 203,000 units for the quarter, a decrease of around 15% over Q3 2011. A total of 159,000 passenger cars were shipped (-17%), while LCV shipments totaled 44,000 (-9%). For passenger cars, volume decreases were primarily in Italy (-17,300 units or -20%), followed by Germany (-4,900 units or -26%) and France (-4,600 units or -32%). For the other major markets, shipments were slightly down in Spain and up in the UK (+1,800 units or 12%). For LCVs, the reduction was principally attributable to the contraction in demand in Italy.

In **Europe** (EU27+EFTA), demand for **passenger cars** was down 9% overall to 2.8 million vehicles, with declines in nearly all major markets. Germany, Europe's largest market, recorded its first decrease this year with demand down 7.0% for the quarter. In Italy, demand fell 23%, marking the worst third quarter performance since 1976. Demand was also down in France (-12%) and Spain (-18%). The UK was the only major market to run counter to the trend, registering an 8% year-over-year increase for the quarter.

Group brands recorded a 5.9% combined share of the European market, representing a 0.6 percentage point decline over Q3 2011. The decrease was almost entirely attributable to the unfavorable market mix, with Italy's weighting in the European total reducing from 11.4% in Q3 2011 to 9.7%. In Italy, where trading conditions remained extremely challenging, the Group increased market share 0.2 percentage points to 30.1%. That gain reflected positive performance in the A and C segments and strengthening of the Group's leadership in alternative fuel vehicles (CNG and LPG).

By major market, share was higher in Spain (+0.2 p.p.) and the UK (+0.3 p.p.) and down in France (-0.7 p.p.) and Germany (-0.3 p.p.).

The **European light commercial vehicle market** (EU27+EFTA) registered a 10% contraction over Q3 2011 to 361,200 units. Overall performance for the LCV segment was also heavily affected by the drop in demand in Italy (-37%).

Fiat Professional closed the quarter with a 10.9% share[2] of the European LCV market, a decline of approximately one percentage point over Q3 2011 that was mostly attributable to the unfavorable market mix. Excluding Italy, market share was unchanged at 8.9%. In Italy, market share was 40.9%, compared to 42.4% in Q3 2011, which benefited significantly from fleet renewal activity. The Fiat Ducato continued its performance as one of the best selling commercial vehicles in its category.

EMEA closed the third quarter with **revenues** of €3,820 million, down 13% over the same period in 2011, mainly reflecting volume declines.

There was a **trading loss** of €238 million for the quarter (€116 million loss for Q3 2011), with negative volume and price effects only partially offset by industrial efficiencies, World Class Manufacturing synergies and benefits from cost containment actions. There was an **EBIT** loss of €219 million, including €24 million in unusual charges, compared to a loss of €136 million for Q3 2011, which included €60 million in unusual charges consisting principally of restructuring provisions. The result from investments contributed a positive €43 million (€40 million in Q3 2011).

The Group was present at the Paris Motor Show with a variety of new versions, including three all-new variants of the Panda: the highly versatile 4x4 and Trekking, in addition to the gasoline/CNG Natural Power.

Also in September, new versions of the 500L to be released in the coming months, with additional engine and transmission options, were presented to the automotive press.

Nine Months to September

(€ million)	*1.1-30.9.2012*	*1.1-30.9.2011*	*Change*	*1.1-30.9.2011 pro-forma (1)*	*Change*
Net revenues	13,248	14,549	-1,301	15,036	-1,788
Trading profit/(loss)	(583)	(332)	-251	(287)	-296
EBIT	(573)	(652)	79	(608)	35
Shipments (000s)	764	891	-127	905	-141

(1) Assumes Chrysler consolidated from 1 January 2011.

For the nine months, passenger car and LCV shipments in the EMEA region totaled 764,000 units, a decrease of approximately 141,000 units (-16%) over the same period in 2011 (on a pro-forma basis).

2 *Due to unavailability of official data for the LCV market since Jan 2011, figures reported beyond that date are an extrapolation. Therefore, marginal discrepancies versus actual data may exist.*

Passenger car shipments totaled 617,000 units (-15%), with decreases in all major European markets except the UK (+5%). LCV shipments decreased 17% to 147,000 units. In both segments, the reduction was primarily attributable to declines in demand in Italy and France.

For the nine months to September, the **European passenger car market** was down 7% overall to 9.7 million vehicles, with the most significant declines in Italy (-20%), France (-14%) and Spain (-11%).

Group brands recorded a 6.4% combined share of the European market, representing a 0.7 percentage point year-over-year decline primarily attributable to the unfavorable market mix. In Italy, market share was in line with the nine months to September 2011 at 29.7%.

The **European light commercial vehicle market** registered a 10% decline for the nine months to September, with overall performance heavily influenced by sharp declines in Italy (-35%) and Spain (-26%).

Fiat Professional closed the period with an overall European market share of 11.9%. The 1.2 percentage point decline reflected the unfavorable market mix and non-recurring fleet renewals in the prior year.

EMEA closed the nine months to September with **revenues** of €13,248 million, down 12% over the same period in 2011 (on a pro-forma basis), mainly reflecting volume declines.

There was a **trading loss** of €583 million for the nine months to September (€287 million loss for the corresponding period of 2011, on a pro-forma basis). **EBIT** also reflected a loss of €573 million with unusual charges of €114 million (€608 million loss for the nine months to September 2011, on a pro-forma basis, including unusual charges of €433 million). The result from investments contributed a positive €124 million (positive €112 million in 2011).

Luxury and Performance brands (Ferrari, Maserati)

1.1-30.9.2012	*1.1-30.9.2011*	*Change*	*(€ million)*	*3rd Quarter 2012*	*3rd Quarter 2011*	*Change*
			Ferrari			
1,764	1,605	159	Net revenues	556	525	31
233	212	21	Trading profit	81	77	4
233	212	21	EBIT	81	77	4
			Maserati			
472	445	27	Net revenues	148	142	6
31	26	5	Trading profit	8	8	-
31	26	5	EBIT	8	8	-
			LUXURY AND PERFORMANCE BRANDS			
2,105	1,948	157	Net revenues (*)	667	640	27
264	239	25	Trading profit	89	87	2
264	239	25	EBIT	89	87	2

(*) *Net of eliminations.*

Ferrari

For **Q3 2012**, Ferrari shipped a total of 1,603 street cars, a 2% increase over the prior year driven primarily by sales of the 458 Spider and FF. Volumes did not yet benefit from the contribution of the F12 Berlinetta.

North America remained Ferrari's no. 1 market with 551 street cars shipped during the quarter (+18% over Q3 2011), accounting for 34% of the global total. In Asia Pacific, shipments were higher in Japan, but substantially stable year-over-year in China, Hong Kong, Taiwan and Australia. In EMEA, higher volumes in the UK were offset by declines in other markets in the region.

Ferrari reported third quarter **revenues** of €556 million, a 6% increase over the same period in 2011 attributable to higher volumes, a more favorable sales mix and strong results from the personalization program.

Trading profit and **EBIT** totaled €81 million, compared to €77 million for Q3 2011. The improvement was primarily attributable to increased contributions from the personalization program and licensing activities.

At the Paris Motor Show in September, Ferrari presented its entire line-up of current models together with an all-new carbon fiber body shell, a technology transfer from Formula One, developed for the upcoming limited edition model. The F12 Berlinetta, presented to the international press in July and August, also received critical acclaim for its dynamic performance and features.

For the **nine months to September**, Ferrari shipped a total of 5,267 street cars, a 6% increase over the corresponding period in 2011. The growth was primarily driven by 12-cylinder models (+22% year-over-year). North America maintained its position as Ferrari's primary market with 1,512 street cars shipped year-to-date, accounting for 29% of total shipments (+15% vs. 2011). Volumes were also higher in China, Hong Kong and Taiwan where a total of 566 vehicles were shipped (+7% vs. 2011), accounting for 11% of the global total.

Ferrari closed the nine months with **revenues** of €1,764 million, up 10% over the same period in 2011.

Trading profit and **EBIT** totaled €233 million for the period, an increase of €21 million over the €212 million for the same period in 2011, primarily reflecting higher volumes, a more favorable product mix and the positive contribution from licensing activities.

Maserati

Maserati shipped a total of 1,432 cars during the **third quarter**, a slight decrease (-2%) over the same period in 2011, with lower registrations in Europe and China largely compensated for by increases in the U.S. (+12%) and Middle East (+24%).

Revenues totaled €148 million for the third quarter, an approximate 4% increase over the same period in 2011. Net of currency effects, revenues were down approximately 2% primarily due to the decrease in volumes.

Maserati closed the quarter with **trading profit** and **EBIT** of €8 million (trading margin at 5.4%), in line with Q3 2011.

At the Paris Motor Show in September, Maserati presented the GranCabrio MC, the latest addition to its range of luxury convertibles which also includes the GranCabrio and GranCabrio Sport.

For the **nine months to September**, the brand shipped a total of 4,754 vehicles, a 2% increase over the prior year with growth in the U.S. (+18%), the Middle East (+57%) and China (+3%) more than offsetting a 37% decline in Europe.

Maserati reported **revenues** of €472 million for the period, up approximately 6% over the nine months to September 2011.

Trading profit and **EBIT** totaled €31 million (trading margin at 6.6%), representing an increase over the €26 million profit recorded for the nine months to September 2011.

Components and Production Systems (Magneti Marelli, Teksid, Comau)

1.1-30.9.2012	1.1-30.9.2011	Change	(€ million)	3rd Quarter 2012	3rd Quarter 2011	Change
			Magneti Marelli			
4,344	4,400	-56	Net revenues	1,426	1,374	51
95	127	-32	Trading profit	29	43	-14
92	(41)	133	EBIT	26	42	-16
			Teksid			
610	705	-95	Net revenues	183	229	-46
7	26	-19	Trading profit	1	12	-11
10	10	-	EBIT	2	12	-10
			Comau			
1,080	1,004	76	Net revenues	358	371	-13
20	8	12	Trading profit	9	4	5
19	(121)	140	EBIT	9	4	5
			COMPONENTS AND PRODUCTION SYSTEMS			
5,988	6,060	-72	Net revenues (*)	1,951	1,959	-8
122	162	-40	Trading profit	39	59	-20
(3)	(301)	298	Unusual income/(expense)	-	-	-
121	(152)	273	EBIT	38	58	-20

(*) *Net of eliminations.*

Magneti Marelli

Third quarter revenues were up 4% over the prior year to €1,426 million. In Europe, positive trading conditions in Germany compensated for difficulties elsewhere. Outside Europe, conditions in NAFTA, China and Brazil were all favorable.

The majority of business lines recorded revenue decreases for the quarter, with the exception of *Lighting* (revenues up 18%) – which benefited from strong demand from German customers and new technological content for products launched during the second half of 2011 – and *Electronic Systems* (+35%), where the increase in sales of telematic and body products to external customers compensated for a contraction in captive volumes in Europe.

Trading profit came in at €29 million, compared to €43 million for Q3 2011. The decline was principally attributable to lower volumes in Europe and costs associated with production start-ups in the NAFTA region, both of which were only partially offset by cost containment measures and efficiency gains achieved during the period.

EBIT was €26 million for the quarter, compared to €42 million for the same period in 2011. The difference was principally attributable to the decrease in trading profit.

For the **nine months to September**, Magneti Marelli reported **revenues** of €4,344 million, down 1% over the same period in 2011. Revenues were higher for the *Lighting* (+14%) and *Electronic Systems* (+18%) business lines, but lower for other major business lines as a result of weaker demand in Europe (principally Italy and Poland) and Brazil.

Magneti Marelli closed the nine months to September with a **trading profit** of €95 million, compared to €127 million for the same period in 2011. The negative impact of lower demand levels in Europe was partially offset by cost containment measures and efficiency gains achieved during the period.

EBIT totaled €92 million for the period, compared to a negative €41 million for 2011, which included €153 million in unusual charges. Excluding unusual charges, EBIT for the nine months to September 2011 was €112 million.

Teksid

Teksid posted **revenues** of €183 million for the **third quarter**, down 20% over the same period in 2011. Lower volumes for the Cast Iron business unit (-20%) were partially offset by a 10% increase for the Aluminum business unit.

Trading profit totaled €1 million, compared to €12 million for the same quarter in 2011. **EBIT** was €2 million compared to €12 million for Q3 2011.

For the **nine months to September**, Teksid recorded **revenues** of €610 million, a 13% year-over-year decrease attributable to lower volumes for both the Cast Iron (-15%) and Aluminum (-7%) business units.

Trading profit came in at €7 million, compared to €26 million for the same period in 2011.

EBIT totaled €10 million, in line with the nine months to September 2011, which included €18 million in unusual charges.

Comau

For **Q3 2012**, Comau recorded **revenues** of €358 million, a 4% decrease over the prior year principally attributable to the Robotics operations. Order intake for the period totaled €374 million, representing a 46% increase over Q3 2011.

Trading profit was €9 million for the quarter, up from €4 million for Q3 2011 primarily due to improved performance for the Body Welding operations.

EBIT was €9 million, compared to €4 million for the same period in 2011.

For the **nine months to September**, **revenues** came in at €1,080 million, an 8% year-over-year increase.

Order intake for the period totaled €1,309 million, representing a 7% increase over the same period in 2011. At 30 September 2012, the order backlog totaled €1,013 million, a 21% increase over year-end 2011, primarily attributable to the Body Welding activities.

Comau closed the nine months to September with **trading profit** of €20 million, compared to €8 million for the corresponding period in 2011. **EBIT** was €19 million compared to a loss of €121 million for the nine months to September 2011, which included unusual charges of €129 million related to goodwill write-down.

CONSOLIDATED STATEMENT OF CASH FLOWS

Following is a summary statement of cash flows and related comments. A complete statement of cash flows is provided in "Interim Consolidated Financial Statements".

(€ million)	1.1-30.9 2012	1.1-30.9 2011	
A) CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	**17,526**	**11,967**	
B) CASH FROM/(USED IN) OPERATING ACTIVITIES	**4,164**	**2,382**	
C) CASH FROM/(USED IN) INVESTING ACTIVITIES	**(4,901)**	**1,798**	(*)
D) CASH FROM/(USED IN) FINANCING ACTIVITIES	**217**	**1,506**	
Currency translation differences	(155)	201	
E) NET CHANGE IN CASH AND CASH EQUIVALENTS	**(675)**	**5,887**	
F) CASH AND CASH EQUIVALENTS	**16,851**	**17,854**	
of which: Cash and cash equivalents included under Assets held for sale	-	1	
G) CASH AND CASH EQUIVALENTS AT END OF PERIOD	**16,851**	**17,853**	

(*) Includes €5,624 million in cash and cash equivalents from consolidation of Chrysler, net of €881 million (USD 1,268 million) paid to Chrysler for an additional 16% ownership interest.

For the nine months to September 2012, **operating activities** generated cash of €4,164 million, of which €4,048 million related to income-related cash inflows (i.e., net profit plus amortization and depreciation, dividends, changes in provisions and items related to sales with buy-back commitments, net of gains/losses on disposals and other non-cash items) and €116 million to the decrease in working capital.

Investing activities absorbed €4,901 million in cash. Expenditure on tangible and intangible fixed assets totaling €5,278 million (including €1,521 million in capitalized development costs) was only partially offset by €103 million in cash inflows from disposals of non-current assets and a €309 million decrease in receivables from financing activities.

Financing activities generated €217 million in cash for the nine months to September. Net bond proceeds of €0.6 billion – issuance of two bonds by Fiat Finance and Trade Ltd. S.A. in March and July (for approximately €1.8 billion) and repayment of a bond maturing in July (€1,250 million) – were partially offset by a net decrease of €0.3 billion in other debt and financial liabilities (primarily related to asset-backed financing) and dividend payments of €58 million (to Fiat S.p.A. shareholders and minority shareholders in group subsidiaries).

CONSOLIDATED STATEMENT OF FINANCIAL POSITION AT 30 SEPTEMBER 2012

Total assets amounted to €81,685 million at 30 September 2012, increasing €1,654 million over the €80,031 million at the beginning of the year.

Non-current assets totaled €44,961 million, representing an approximate €1.5 billion increase over the period mainly attributable to the increase in property, plant and equipment and intangible assets, net of depreciation and amortization for the period.

Current assets totaled €36,664 million, substantially in line with the figure at 31 December 2011 (€36,488 million). Net of currency translation differences, current assets were approximately €500 million higher due to increases (at constant exchange rates) of approximately €0.7 billion in inventory and €0.4 billion in trade receivables, which were largely offset by decreases in cash and cash equivalents and in receivables from financing activities.

Working capital (net of items relating to vehicles sold under buy-back commitments) was a negative €9,484 million, a difference of €209 million over the negative €9,693 million at 31 December 2011.

(€ million)		30.9.2012	31.12.2011	Change
Inventory	(a)	8,605	7,729	876
Trade receivables		3,009	2,625	384
Trade payables		(16,879)	(16,418)	-461
Current taxes receivable/(payable) & Other current receivables/(payables)	(b)	(4,219)	(3,629)	-590
Working capital		**(9,484)**	**(9,693)**	**209**

(a) Inventory is reported net of the value of vehicles sold under buy-back commitments, which includes vehicles still in use by customers and those that have been repurchased and are held for sale.

(b) Other current payables, included under current taxes receivable/(payable) & other current receivables/(payables), are stated net of amounts due to customers in relation to vehicles sold under buy-back commitments, which consist of the repurchase amount payable at the end of the lease period, together with the value of any lease installments received in advance. The value at the beginning of the contract period, equivalent to the difference between the sale price and the repurchase amount, is recognized on a straight-line basis over the contract period.

At 30 September 2012, trade receivables, other receivables and receivables from financing activities falling due after that date and sold without recourse – and, therefore, eliminated from the statement of financial position pursuant to the derecognition requirements of IAS 39 – totaled €3,108 million (€3,858 million at 31 December 2011). That amount includes €1,977 million in loans (€2,495 million at 31 December 2011), primarily to the dealer network, that were sold to jointly-controlled financial services companies (FGA Capital Group).

At constant exchange rates, working capital decreased €116 million for the period. Chrysler reported a €1.6 billion decrease in working capital, with the positive impact from the increase in volumes produced and sold in North America reflecting Chrysler's typical cash flow cycle. For Fiat excluding Chrysler, there was an increase of approximately €1.5 billion reflecting typical third quarter seasonality and reduced business volumes in Europe.

At 30 September 2012, consolidated **net debt** totaled €9,489 million, up €591 million over the beginning of the year. Excluding Chrysler, net debt was €2.4 billion higher, primarily as a result of €2.1 billion in capital expenditure and around €1.5 billion in working capital absorption for the period, both of which were only partially offset by income-related cash inflows (€0.6 billion) and a decrease in the lending portfolio of financial services companies (€0.4 billion).

For Chrysler, net debt was down €1.8 billion, reflecting €5.1 billion in cash flow from operations net of €3.1 billion in capital expenditure for the period.

(€ million)		30.9.2012 Fiat with Chrysler	30.9.2012 Chrysler	30.9.2012 Fiat excluding Chrysler	31.12.2011 Fiat with Chrysler	31.12.2011 Chrysler	31.12.2011 Fiat excluding Chrysler
Debt:		(26,818)	(10,507)	(16,320)	(26,772)	(10,537)	(16,245)
Asset-backed financing		(280)	-	(280)	(710)	(31)	(679)
Other debt		(26,538)	(10,507)	(16,040)	(26,062)	(10,506)	(15,566)
Current financial receivables from jointly-controlled financial services companies	(a)	59	-	59	21	-	21
Intersegment financial receivables	(b)	-	9	-	-	10	-
Debt, net of current financial receivables from jointly-controlled financial services companies		**(26,759)**	**(10,498)**	**(16,261)**	**(26,751)**	**(10,527)**	**(16,224)**
Other financial assets	(c)	473	77	396	557	127	430
Other financial liabilities	(c)	(263)	(62)	(201)	(429)	(100)	(329)
Current securities		209	-	209	199	-	199
Cash and cash equivalents		16,851	9,240	7,611	17,526	7,420	10,106
Net debt		**(9,489)**	**(1,243)**	**(8,246)**	**(8,898)**	**(3,080)**	**(5,818)**
Industrial Activities		*(6,694)*	*(1,243)*	*(5,451)*	*(5,529)*	*(3,080)*	*(2,449)*
Financial Services		*(2,795)*	-	*(2,795)*	*(3,369)*	-	*(3,369)*
Cash, cash equivalents and current securities		17,060	9,240	7,820	17,725	7,420	10,305
Undrawn committed credit lines		2,955	1,005	1,950	2,955	1,005	1,950
Total available liquidity		**20,015**	**10,245**	**9,770**	**20,680**	**8,425**	**12,255**

(a) Includes current financial receivables from FGA Capital Group.
(b) Includes value of intercompany agreements recognized as finance leases (IFRIC 4).
(c) Includes fair value of derivative financial instruments.

Debt at 30 September 2012 was in line with the year-end level at around €26.8 billion. Excluding Chrysler, debt remained stable at €16.3 billion. The decrease in **asset-backed financing** (-€0.4 billion) was substantially offset by the increase in other debt resulting from €1.8 billion in bond proceeds net of repayments of around €1.5 billion, of which €1.2 billion related to the bond maturing in July.

At 30 September 2012, **cash, cash equivalents and current securities** totaled €17.1 billion, of which €9.2 billion related to Chrysler. Excluding Chrysler, cash, cash equivalents and current securities totaled €7.8 billion, a decrease of approximately €2.5 billion over 31 December 2011 relating to operating requirements for the period.

Total available liquidity, inclusive of undrawn committed credit lines (€1.95 billion for Fiat excluding Chrysler and around €1 billion for Chrysler), totaled €20 billion, of which €10.2 billion related to Chrysler and €9.8 billion to Fiat excluding Chrysler (€12.3 billion at 31 December 2011) .

INDUSTRIAL ACTIVITIES AND FINANCIAL SERVICES

The following tables provide a breakdown of the consolidated statements of income, financial position and cash flows between Industrial Activities and Financial Services. Financial Services includes companies that provide retail and dealer finance, leasing and rental services in LATAM, APAC, EMEA and for Ferrari worldwide.

Financial Services also includes FGA Capital (the joint venture between Fiat Group Automobiles and Crédit Agricole), which is accounted for under the equity method.

Basis of analysis

The segmentation between Industrial Activities and Financial Services represents a sub-consolidation prepared on the basis of the core activities of each Group company.

Investments held by companies belonging to one segment in companies included in the other segment are accounted for under the equity method. To provide a more meaningful presentation of net profit, the results of investments accounted for in this manner are classified in the income statement under result from intersegment investments.

The holding companies (Fiat S.p.A., Fiat Gestione Partecipazioni S.p.A., Fiat North America LLC and Fiat Partecipazioni S.p.A.) are classified under Industrial Activities.

The sub-consolidation of Industrial Activities also includes companies that provide centralized treasury services for Fiat excluding Chrysler (i.e., raising funds in the market and financing Group companies, with the exception of Chrysler Group LLC and subsidiaries). Those activities do not, however, include offering financing to third parties.

N.B.: All Chrysler Group activities are included under Industrial Activities and Chrysler Group’s treasury activities (including funding and cash management) are managed separately from the rest of Fiat Group.

Operating Performance by Activity

Third Quarter (€ million)	3rd Quarter 2012 Consolidated	 Industrial Activities	 Financial Services	3rd Quarter 2011 Consolidated	 Industrial Activities	 Financial Services
Net revenues	20,437	20,354	99	17,552	17,481	98
Cost of sales	17,314	17,262	68	14,806	14,767	66
Selling, general and administrative	1,645	1,634	11	1,483	1,473	10
Research and development	467	467	-	416	416	-
Other income/(expense)	(60)	(61)	1	4	4	-
TRADING PROFIT/(LOSS)	**951**	**930**	**21**	**851**	**829**	**22**
Result from investments (*)	5	(19)	24	31	9	22
Gains/(losses) on disposal of investments	-	-	-	-	-	-
Restructuring costs	(4)	(4)	-	61	61	-
Other unusual income/(expense)	(80)	(80)	-	4	5	(1)
EBIT	**880**	**835**	**45**	**825**	**782**	**43**
Financial income/(expense)	(399)	(399)	-	(543)	(543)	-
PROFIT/(LOSS) BEFORE TAXES	**481**	**436**	**45**	**282**	**239**	**43**
Income taxes	195	188	7	170	167	3
PROFIT/(LOSS)	**286**	**248**	**38**	**112**	**72**	**40**
Result from intersegment investments	-	38	-	-	40	-
PROFIT/(LOSS)	**286**	**286**	**38**	**112**	**112**	**40**

Nine Months to September (€ million)	1.1-30.9.2012 Consolidated	 Industrial Activities	 Financial Services	1.1-30.9.2011 Consolidated	 Industrial Activities	 Financial Services
Net revenues	62,182	61,951	301	39,915	39,723	260
Cost of sales	52,949	52,810	209	33,866	33,745	189
Selling, general and administrative	4,961	4,928	33	3,373	3,345	28
Research and development	1,375	1,375	-	1,026	1,026	-
Other income/(expense)	(70)	(79)	9	(23)	(29)	6
TRADING PROFIT/(LOSS)	**2,827**	**2,759**	**68**	**1,627**	**1,578**	**49**
Result from investments (*)	75	10	65	79	26	53
Gains/(losses) on disposal of investments	(91)	(91)	-	7	7	-
Restructuring costs	(39)	(39)	-	103	103	-
Other unusual income/(expense)	(80)	(80)	-	1,097	1,098	(1)
EBIT	**2,770**	**2,637**	**133**	**2,707**	**2,606**	**101**
Financial income/(expense)	(1,237)	(1,237)	-	(911)	(911)	-
PROFIT/(LOSS) BEFORE TAXES	**1,533**	**1,400**	**133**	**1,796**	**1,695**	**101**
Income taxes	510	489	21	410	407	3
PROFIT/(LOSS)	**1,023**	**911**	**112**	**1,386**	**1,288**	**98**
Result from intersegment investments	-	112	-	-	98	-
PROFIT/(LOSS)	**1,023**	**1,023**	**112**	**1,386**	**1,386**	**98**

(*) *Includes income from investments, as well as impairment (losses)/reversals on non-intersegment investments accounted for under the equity method.*

Industrial Activities

Net revenues for Industrial Activities totaled €20.4 billion for the **third quarter**, a 16% increase over the same period for 2011. Increases were recorded in all regions except EMEA, where there was a sharp drop in demand, particularly in Italy, in the smaller car segments. The Luxury and Performance brands contributed positively, with revenues up 4% over the prior year. For Components, revenues were substantially in line with Q3 2011.

For the **nine months to September**, revenues totaled approximately €62 billion. Excluding Chrysler, revenues were down 6% over the same period in 2011.

Trading profit for Industrial Activities was €930 million for the **third quarter**, representing a €101 million improvement over the same period in 2011. Strong growth in business volumes in the NAFTA and APAC regions more than offset volume reductions in Europe, which were, however, also partially mitigated by industrial efficiencies, cost containment actions and further group synergies.

For the **nine months to September**, trading profit totaled €2,759 million. Excluding Chrysler, there was a €697 million decrease from €872 million for the same period in 2011.

Financial Services

Net revenues for Financial Services totaled €99 million for the **third quarter**, in line with the corresponding period in 2011.

1.1-30.9				3rd Quarter		
2012	**2011**	**% change**	(€ million)	**2012**	**2011**	**% change**
272	240	13%	**Mass-market brands** (LATAM, APAC, EMEA)	89	91	-2%
29	20	45%	**Luxury and performance brands** (Ferrari)	10	7	43%
301	**260**	**16%**	**Total**	**99**	**98**	**1%**

Financial Services companies supporting the mass-market brands reported revenues of €89 million, a decrease of 2% over the €91 million for Q3 2011.

For the **nine months to September**, Financial Services reported net revenues of €301 million, up 16% over the €260 million figure for the same period in 2011 principally on the back of volume increases in Latin America and China.

Trading profit for Financial Services totaled €21 million, down €1 million over Q3 2011.

1.1-30.9				3rd Quarter		
2012	**2011**	**Change**	(€ million)	**2012**	**2011**	**Change**
60	44	16	**Mass-market brands** (LATAM, APAC, EMEA)	18	20	-2
8	5	3	**Luxury and performance brands** (Ferrari)	3	2	1
68	**49**	**19**	**Total**	**21**	**22**	**-1**

For the **nine months to September**, the Financial Services companies reported total trading profit of €68 million, up €19 million over the corresponding period for the prior year.

Statement of Financial Position by Activity

(€ million)	30.9.2012 Consolidated	30.9.2012 Industrial Activities	30.9.2012 Financial Services	31.12.2011 Consolidated	31.12.2011 Industrial Activities	31.12.2011 Financial Services
Intangible assets	19,123	19,118	5	18,200	18,196	4
Property, plant and equipment	21,772	21,766	6	20,785	20,781	4
Investments and other financial assets	2,286	2,735	807	2,660	3,097	755
Leased assets	3	3	-	45	45	-
Defined benefit plan assets	106	106	-	97	96	1
Deferred tax assets	1,671	1,610	61	1,690	1,622	68
Total non-current assets	**44,961**	**45,338**	**879**	**43,477**	**43,837**	**832**
Inventory	10,009	10,006	3	9,123	9,116	7
Trade receivables	3,009	3,006	11	2,625	2,619	17
Receivables from financing activities	3,469	1,629	3,376	3,968	1,681	3,906
Current taxes receivable	382	376	9	369	367	4
Other current receivables	2,231	2,170	61	2,088	2,068	22
Current financial assets:	713	662	52	789	739	52
Current investments	31	31	-	33	33	-
Current securities	209	158	51	199	147	52
Other financial assets	473	473	1	557	559	-
Cash and cash equivalents	16,851	16,559	292	17,526	17,429	97
Total current assets	**36,664**	**34,408**	**3,804**	**36,488**	**34,019**	**4,105**
Assets held for sale	60	60	-	66	66	-
TOTAL ASSETS	**81,685**	**79,806**	**4,683**	**80,031**	**77,922**	**4,937**
Total assets adjusted for asset-backed financing transactions	**81,405**	**79,737**	**4,472**	**79,321**	**77,709**	**4,440**
Equity	12,963	12,963	1,257	12,260	12,258	1,192
Provisions:	15,432	15,410	22	15,624	15,587	37
Employee benefits	6,746	6,741	5	7,026	7,022	4
Other provisions	8,686	8,669	17	8,598	8,565	33
Debt:	26,818	25,109	3,244	26,772	24,796	3,595
Asset-backed financing	280	69	211	710	213	497
Other debt	26,538	25,040	3,033	26,062	24,583	3,098
Other financial liabilities	263	261	3	429	428	3
Trade payables	16,879	16,853	33	16,418	16,399	32
Current taxes payable	395	381	18	230	228	5
Deferred tax liabilities	775	769	6	760	753	7
Other current liabilities	8,160	8,060	100	7,538	7,473	66
Liabilities held for sale	-	-	-	-	-	-
TOTAL EQUITY AND LIABILITIES	**81,685**	**79,806**	**4,683**	**80,031**	**77,922**	**4,937**
Total equity and liabilities adjusted for asset-backed financing transactions	**81,405**	**79,737**	**4,472**	**79,321**	**77,709**	**4,440**

Net Debt by Activity (at 30 September 2012 and 31 December 2011)

(€ million)		30.9.2012 Consolidated	30.9.2012 Industrial Activities	30.9.2012 Financial Services	31.12.2011 Consolidated	31.12.2011 Industrial Activities	31.12.2011 Financial Services
Debt:		(26,818)	(25,109)	(3,244)	(26,772)	(24,796)	(3,595)
Asset-backed financing		(280)	(69)	(211)	(710)	(213)	(497)
Other debt		(26,538)	(25,040)	(3,033)	(26,062)	(24,583)	(3,098)
Current financial receivables from jointly-controlled financial services companies	(a)	59	59	-	21	21	-
Intersegment financial receivables		-	1,427	108	-	1,539	80
Debt, net of intersegment and current financial receivables from jointly-controlled financial services companies		**(26,759)**	**(23,623)**	**(3,136)**	**(26,751)**	**(23,236)**	**(3,515)**
Other financial assets	(b)	473	473	1	557	559	-
Other financial liabilities	(b)	(263)	(261)	(3)	(429)	(428)	(3)
Current securities		209	158	51	199	147	52
Cash and cash equivalents		16,851	16,559	292	17,526	17,429	97
Net debt		**(9,489)**	**(6,694)**	**(2,795)**	**(8,898)**	**(5,529)**	**(3,369)**

(a) Includes current debt payable by FGA Capital to other Fiat Group companies.
(b) Includes fair value of derivative financial instruments.

Net Debt by Activity for Fiat excluding Chrysler (at 30 September 2012 and 31 December 2011)

(€ million)		30.09.2012 Fiat excluding Chrysler	30.09.2012 Industrial Activities excluding Chrysler	30.09.2012 Financial Services	31.12.2011 Fiat excluding Chrysler	31.12.2011 Industrial Activities excluding Chrysler	31.12.2011 Financial Services
Debt:		(16,320)	(14,611)	(3,244)	(16,245)	(14,269)	(3,595)
Asset-backed financing		(280)	(69)	(211)	(679)	(182)	(497)
Other debt		(16,040)	(14,542)	(3,033)	(15,566)	(14,087)	(3,098)
Current financial receivables from jointly-controlled financial services companies	(a)	59	59	-	21	21	-
Intersegment financial receivables		-	1,427	108	-	1,539	80
Debt, net of intersegment and current financial receivables from jointly-controlled financial services companies		**(16,261)**	**(13,125)**	**(3,136)**	**(16,224)**	**(12,709)**	**(3,515)**
Other financial assets	(b)	396	396	1	430	432	-
Other financial liabilities	(b)	(201)	(199)	(3)	(329)	(328)	(3)
Current securities		209	158	51	199	147	52
Cash and cash equivalents		7,611	7,319	292	10,106	10,009	97
Net debt		**(8,246)**	**(5,451)**	**(2,795)**	**(5,818)**	**(2,449)**	**(3,369)**

(a) Includes current debt payable by FGA Capital to other Fiat Group companies.
(b) Includes fair value of derivative financial instruments.

As a result of the role played by the central treasury of Fiat excluding Chrysler, debt for Industrial Activities also includes funding raised by the central treasury on behalf of consolidated Financial Services companies (included under intersegment financial receivables).

Intersegment financial receivables for Financial Services companies, on the other hand, represent loans or advances to industrial companies – for receivables sold to Financial Services companies that do not meet the derecognition requirements of IAS 39 – as well as liquidity deposited temporarily with the central treasury.

Net debt for **Financial Services** companies at 30 September 2012 was down €574 million over year-end 2011, reflecting €85 million in cash from operating activities, a decrease in the managed portfolio of €361 million and positive currency translation differences of €138 million, which were partially offset by €11 million in dividends paid to industrial companies.

Change in Net Industrial Debt

	1.1-30.9.2012			1.1-30.9.2011		
(€ million)	Fiat with Chrysler	Chrysler	Fiat excluding Chrysler	Fiat with Chrysler	Chrysler (4 months)	Fiat excluding Chrysler
Net industrial debt at beginning of period	**(5,529)**	**(3,080)**	**(2,449)**	**(542)**	**-**	**(542)**
Consolidation of Chrysler net debt	-	-	-	(3,860)	(3,860)	-
Cash (paid)/received for 16% ownership interest in Chrysler	-	-	-	-	881	(881)
(Disbursements) for purchase of interests held in Chrysler by Canada and US Treasury and UST rights under Equity Recapture Agreement	-	-	-	(490)	-	(490)
Net industrial debt at beginning of period after Chrysler consolidation	**(5,529)**	**(3,080)**	**(2,449)**	**(4,892)**	**(2,979)**	**(1,913)**
Profit/(loss)	1,023	1,823	(800)	1,386	179	1,207
Depreciation and amortization	3,104	1,518	1,586	2,307	636	1,671
Changes in provisions and other changes	(141)	74	(215)	(999)	146	(1,145)
Cash from/(used in) operating activities before change in working capital	**3,986**	**3,415**	**571**	**2,694**	**961**	**1,733**
Change in working capital	104	1,649	(1,545)	(302)	(166)	(136)
Cash from/(used in) operating activities	**4,090**	**5,064**	**(974)**	**2,392**	**795**	**1,597**
Investments in property, plant and equipment and intangible assets	(5,276)	(3,138)	(2,138)	(3,068)	(930)	(2,138)
Cash from/(used in) operating activities, net of capital expenditure	**(1,186)**	**1,926**	**(3,112)**	**(676)**	**(135)**	**(541)**
Change in consolidation scope and other changes	170	(8)	178	65	308	(243)
Net industrial cash flow	**(1,016)**	**1,918**	**(2,934)**	**(611)**	**173**	**(784)**
Capital increases and dividends	(38)	-	(38)	(168)	(2)	(166)
Currency translation differences	(111)	(81)	(30)	(101)	(80)	(21)
Change in net industrial debt	**(1,165)**	**1,837**	**(3,002)**	**(880)**	**91**	**(971)**
Net industrial debt at end of period	**(6,694)**	**(1,243)**	**(5,451)**	**(5,772)**	**(2,888)**	**(2,884)**

For the nine months to September, net industrial debt increased by approximately €1.2 billion.

For Chrysler, there was a decrease of €1,837 million, with €5,064 million in cash from operations only partially offset by the €3,138 million in capital expenditure for the period.

For Fiat excluding Chrysler, net industrial debt increased by €3 billion. Operating activities absorbed approximately €1 billion in cash (including a €1.5 billion increase in working capital) and capital expenditure totaled approximately €2.1 billion. The positive difference for change in consolidation scope and other changes (€178 million) related primarily to changes in the mark-to-market value of hedging instruments.

Statement of Cash Flows by Activity

(€ million)		1.1-30.9.2012 Consolidated	1.1-30.9.2012 Industrial Activities	1.1-30.9.2012 Financial Services	1.1-30.9.2011 Consolidated	1.1-30.9.2011 Industrial Activities	1.1-30.9.2011 Financial Services
A) CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD		**17,526**	**17,429**	**97**	11,967	11,705	262
B) CASH FROM/(USED IN) OPERATING ACTIVITIES:							
Profit/(loss)		1,023	1,023	112	1,386	1,386	98
Amortization and depreciation (net of vehicles leased out)		3,105	3,104	1	2,308	2,307	1
(Gains)/losses on disposal of non-current assets and other non-cash items	(a)	76	(7)	(29)	(1,143)	(1,217)	(24)
Dividends received		69	80	-	81	125	-
Change in provisions		(222)	(208)	(14)	68	94	(26)
Changes in deferred taxes		(11)	(14)	3	(21)	(7)	(14)
Changes relating to buy-back commitments	(b)	16	16	-	34	34	-
Changes related to operating leases		(8)	(8)	-	(28)	(28)	-
Change in working capital		116	104	12	(303)	(302)	(1)
TOTAL		**4,164**	**4,090**	**85**	**2,382**	**2,392**	**34**
C) CASH FROM/(USED IN) INVESTING ACTIVITIES:							
Investments in:							
Property, plant and equipment and intangible assets (net of vehicles leased out)		(5,278)	(5,276)	(2)	(3,070)	(3,068)	(2)
Subsidiaries and other equity investments		(14)	(14)	-	(121)	(121)	-
Cash and cash equivalents from consolidation of Chrysler net of consideration paid for the additional 16% ownership interest		-	-	-	5,624	5,624	-
Proceeds from the sale of non-current assets		103	102	1	314	313	1
Net change in receivables from financing activities		309	(52)	361	(879)	32	(911)
Change in other current securities		(14)	(10)	(4)	(16)	(1)	(15)
Other changes		(7)	80	(87)	(54)	(216)	162
TOTAL		**(4,901)**	**(5,170)**	**269**	**1,798**	**2,563**	**(765)**
D) CASH FROM/(USED IN) FINANCING ACTIVITIES:							
Net change in debt and other financial assets/liabilities		255	387	(132)	(649)	(1,319)	670
Change in net financial receivables from Fiat Industrial Group		-	-	-	2,761	2,759	2
Increase in share capital		20	20	-	7	7	-
(Purchase)/sale of ownership interests in subsidiaries		-	-	-	(438)	(438)	-
Dividends paid		(58)	(58)	(11)	(175)	(175)	(44)
TOTAL		**217**	**349**	**(143)**	**1,506**	**834**	**628**
Currency translation differences		(155)	(139)	(16)	201	214	(13)
E) NET CHANGE IN CASH AND CASH EQUIVALENTS		**(675)**	**(870)**	**195**	**5,887**	**6,003**	**(116)**
F) CASH AND CASH EQUIVALENTS		**16,851**	**16,559**	**292**	**17,854**	**17,708**	**146**
of which: Cash and cash equivalents included under Assets held for sale		-	-	-	1	1	-
F) CASH AND CASH EQUIVALENTS AT END OF PERIOD		**16,851**	**16,559**	**292**	**17,853**	**17,707**	**146**

(a) *For the nine months to September 2011, the item includes reversal of the €2,017 million net gain recognized in relation to the Chrysler transaction and reversal of unusual non-cash expense items. For the nine months to September 2012, the item includes reversal of a €30 million gain (€115 million loss for the nine months to September 2011) in the fair value of equity swaps on a basket of Fiat S.p.A. and Fiat Industrial S.p.A. ordinary shares.*

(b) *Cash from vehicles sold under buy-back commitments for the periods reported above, net of amounts already recognized through profit and loss, is included in a separate line item under operating activities, which also includes change in working capital.*

Industrial Activities

For the nine months to September 2012, Industrial Activities absorbed cash and cash equivalents of €870 million. Excluding Chrysler (which generated cash and cash equivalents of €1,820 million), Fiat absorbed €2,690 million in cash.

- **Operating activities** generated €4,090 million in cash, of which the €5,064 million attributable to Chrysler more than compensated €974 million in cash absorption for the rest of the Group, including a €1,545 million increase in working capital.
- **Investing activities** absorbed a total of €5,170 million in cash, with investments in fixed assets (€5,276 million, of which €3,138 million related to Chrysler) only partly offset by the proceeds from the sale of non-current assets and a decrease in funding to Financial Services companies from central treasury companies (included under other changes).
- **Financing activities** generated €349 million in cash related primarily to a net increase in borrowings (€0.6 billion in net bond proceeds and repayments of other debt totaling approximately €0.2 billion), which was partially offset by dividend payments to Fiat S.p.A. shareholders and minorities in group subsidiaries (€58 million).

Financial Services

Cash and cash equivalents for Financial Services totaled €292 million at 30 September 2012, increasing €195 million over the beginning of the year.

Changes in cash were attributable to:

- **Operating activities**, which generated €85 million in cash (principally net profit plus amortization and depreciation).
- **Investing activities** (including changes in financial receivables from/debt payable to industrial companies), which generated €269 million in cash, primarily due to a decrease in the lending portfolio net of repayment of loans from treasury companies (included under other changes).
- **Financing activities,** which absorbed a total of €143 million in cash, consisting of a €132 million net decrease in borrowings, in addition to dividends paid to companies included under Industrial Activities.

* * * * * * *

GROUP EMPLOYEES

At 30 September 2012, the Group had 208,808 employees, an increase of 2,958 over 30 June 2012 (205,850) and 11,787 over year-end 2011 (197,021).

The increase over June 2012 mainly reflects net new hires associated with the increase in production levels in North America. Compared to year-end 2011, the increase reflects net new hires in North America (approx. 5,000 employees), Serbia, Mexico and China, in addition to changes in the scope of operations, principally related to the insourcing of logistics activities in Latin America (+2,290).

SIGNIFICANT EVENTS IN THE THIRD QUARTER

- On July 3rd, Fiat notified VEBA of its intention to exercise the option to purchase a portion of VEBA's ownership interest in Chrysler. That tranche represents approximately 3.3% of Chrysler's outstanding equity. On September 26th, Fiat announced that Fiat North America (a wholly-owned subsidiary) was seeking a declaratory judgment from the Delaware Court of Chancery confirming the price to be paid for the stake, since the parties had not reached agreement on the purchase price. Upon completion of the purchase, Fiat will hold 61.8% of the outstanding equity in Chrysler.
- On July 16th, Fiat issued a €600 million bond (fixed coupon 7.75% due October 2016). The notes – issued by Fiat Finance and Trade Ltd. S.A., a wholly-owned Group subsidiary, and guaranteed by Fiat S.p.A. under the GMTN Program – have been rated Ba3 by Moody's, BB- by Standard & Poor's and BB by Fitch.
- On July 25th, the Fiat plant in Pomigliano d'Arco was awarded the prestigious "Automotive Lean Production 2012" award in the OEM category, based on the evaluation of a committee of experts selected by the German magazine Automobil Produktion and a leading consultancy firm.
- On July 26th, Fiat Group Automobiles S.p.A. (FGA) and PSA Peugeot Citroën signed an agreement for the transfer of FGA's shareholding in the SevelNord joint venture to PSA Peugeot Citroën on or before December 31st, 2012. SevelNord will continue to produce LCVs for the two groups until Euro 6 emissions standards come into effect at the end of 2016. The agreement does not impact on other co-operations between FGA and PSA Peugeot Citroën, including the Sevel joint-venture located in Val di Sangro (Italy), which will continue as per current contracts.
- On September 13th, for the fourth consecutive year, Fiat S.p.A. was included in the Dow Jones Sustainability Indexes (DJSI) World and Europe, receiving a score of 91/100 compared to an overall average of 74/100 for companies in the Automobiles sector evaluated by SAM, the specialists in sustainability investing. Membership in the prestigious DJSI World and DJSI Europe equity indexes is limited to companies judged best-in-class in terms of their economic, as well as environmental and social performance.
- On September 19th, Fitch Ratings confirmed its rating on Fiat S.p.A.'s long-term debt at "BB" and short-term at "B". On October 10th, Moody's Investors Service lowered the Corporate Family Rating of Fiat S.p.A. from "Ba2" to "Ba3" and consequently, according to their methodology, the rating on the notes issued by Fiat Finance & Trade Ltd. S.A. and Fiat Finance North America, Inc. from "Ba3" to "B1". The outlook is negative for both agencies.

SUBSEQUENT EVENTS

There were no significant events subsequent to 30 September 2012.

OUTLOOK

Having reviewed economic and trading conditions in the Group's four operating regions, Fiat confirms the expectations of performance in North America, Latin America and Asia-Pacific.

Events of the past 12 months have reinforced our negative view of the development of European markets. We see continuing weak trading conditions for the remainder of 2012 extending well into 2013 and at least part of 2014.

As a result, the Group has refined earnings guidance for 2012 at the lower end of its original target range with net industrial debt expected to improve from the Q3 level to approximately €6.5 billion:

- Revenues of about €83 billion
- Trading profit in excess of €3.8 billion
- Net profit in excess of €1.2 billion
- Net industrial debt of approximately €6.5 billion

INTERIM CONSOLIDATED FINANCIAL STATEMENTS AND NOTES

at 30 September 2012

CONSOLIDATED INCOME STATEMENT

(€ million)	(Note)	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
Net revenues	(1)	20,437	17,552	62,182	39,915
Cost of sales	(2)	17,314	14,806	52,949	33,866
Selling, general and administrative costs	(3)	1,645	1,483	4,961	3,373
Research and development costs	(4)	467	416	1,375	1,026
Other income (expenses)	(5)	(60)	4	(70)	(23)
TRADING PROFIT/(LOSS)		**951**	**851**	**2,827**	**1,627**
Result from investments:	(6)	5	31	75	79
Share of the profit/(loss) of investees accounted for using the equity method		5	31	62	93
Other income (expenses) from investments		-	-	13	(14)
Gains (losses) on the disposal of investments	(7)	-	-	(91)	7
Restructuring costs	(8)	(4)	61	(39)	103
Other unusual income (expenses)	(9)	(80)	4	(80)	1,097
EARNINGS BEFORE INTEREST AND TAXES (EBIT)		**880**	**825**	**2,770**	**2,707**
Financial income (expenses)	(10)	(399)	(543)	(1,237)	(911)
PROFIT/(LOSS) BEFORE TAXES		**481**	**282**	**1,533**	**1,796**
Income taxes	(11)	195	170	510	410
PROFIT/(LOSS) FROM CONTINUING OPERATIONS		**286**	**112**	**1,023**	**1,386**
Post-tax profit/(loss) from Discontinued Operations		-	-	-	-
PROFIT/(LOSS) FOR THE PERIOD		**286**	**112**	**1,023**	**1,386**
PROFIT/(LOSS) FOR THE PERIOD ATTRIBUTABLE TO:					
Owners of the parent		39	(46)	246	1,291
Non-controlling interests		247	158	777	95
(in €)					
BASIC EARNINGS/(LOSS) PER ORDINARY SHARE (a)	(12)	**0.032**	**(0.038)**	**0.202**	**1.066**
DILUTED EARNINGS/(LOSS) PER ORDINARY SHARE (a)	(12)	**0.032**	**(0.038)**	**0.201**	**1.057**

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

(a) For 2011 the EPS calculation assumes the conversion of all preference and savings shares into Fiat S.p.A. ordinary shares on 1 January 2011.

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

(€ million)	Note	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
PROFIT/(LOSS) FOR THE PERIOD (A)		**286**	**112**	**1,023**	**1,386**
Gains/(losses) on cash flow hedging instruments	(22)	44	(53)	93	(37)
Gains/(losses) on fair value of available-for-sale financial assets	(22)	-	(53)	15	(54)
Gains/(losses) on exchange differences on translating foreign operations	(22)	(259)	229	(96)	113
Share of Other comprehensive income of entities accounted for using the equity method	(22)	(7)	(18)	35	(92)
Income tax relating to components of Other comprehensive income	(22)	(13)	7	(14)	(3)
TOTAL OTHER COMPREHENSIVE INCOME, NET OF TAX (B)		**(235)**	**112**	**33**	**(73)**
TOTAL COMPREHENSIVE INCOME (A)+(B)		**51**	**224**	**1,056**	**1,313**
TOTAL COMPREHENSIVE INCOME ATTRIBUTABLE TO:					
Owners of the parent		(77)	(202)	335	970
Non-controlling interests		128	426	721	343

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

(€ million)	Note	At 30 September 2012	At 31 December 2011
ASSETS			
Intangible assets	(13)	19,123	18,200
Property, plant and equipment	(14)	21,772	20,785
Investments and other financial assets:	(15)	2,286	2,660
Investments accounted for using the equity method		1,504	1,579
Other investments and financial assets		782	1,081
Leased assets		3	45
Defined benefit plan assets		106	97
Deferred tax assets	(11)	1,671	1,690
Total Non-current assets		**44,961**	**43,477**
Inventories	(16)	10,009	9,123
Trade receivables	(17)	3,009	2,625
Receivables from financing activities	(17)	3,469	3,968
Current tax receivables	(17)	382	369
Other current assets	(17)	2,231	2,088
Current financial assets:		713	789
Current investments		31	33
Current securities	(18)	209	199
Other financial assets	(19)	473	557
Cash and cash equivalents	(20)	16,851	17,526
Total Current assets		**36,664**	**36,488**
Assets held for sale	(21)	60	66
TOTAL ASSETS		**81,685**	**80,031**
Total assets adjusted for asset-backed financing transactions		**81,405**	**79,321**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

(CONTINUED)

(€ million)	Note	At 30 September 2012	At 31 December 2011
EQUITY AND LIABILITIES			
Equity:	(22)	12,963	12,260
Equity attributable to owners of the parent		9,069	8,727
Non-controlling interest		3,894	3,533
Provisions:	(23)	15,432	15,624
Employee benefits		6,746	7,026
Other provisions		8,686	8,598
Debt:	(24)	26,818	26,772
Asset-backed financing		280	710
Other debt		26,538	26,062
Other financial liabilities	(19)	263	429
Trade payables	(25)	16,879	16,418
Current tax payables		395	230
Deferred tax liabilities	(11)	775	760
Other current liabilities	(26)	8,160	7,538
Liabilities held for sale		-	-
TOTAL EQUITY AND LIABILITIES		**81,685**	**80,031**
Total equity and liabilities adjusted for asset-backed financing transactions		**81,405**	**79,321**

CONSOLIDATED STATEMENT OF CASH FLOWS

(€ million)	Note	01/01-30/09 2012	01/01-30/09 2011 (*)
A) CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	(20)	**17,526**	**11,967**
B) CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES DURING THE PERIOD:			
Profit/(loss) for the period		1,023	1,386
Amortisation and depreciation		3,105	2,308
(Gains) losses from disposal of non-current assets		108	(3)
Other non-cash items	(27)	(32)	(1,140)
Dividends received		69	81
Change in provisions		(222)	68
Change in deferred income taxes		(11)	(21)
Change in items due to buy-back commitments	(27)	16	34
Change in operating lease items	(27)	(8)	(28)
Change in working capital		116	(303)
TOTAL		**4,164**	**2,382**
C) CASH FLOWS FROM (USED IN) INVESTMENT ACTIVITIES:			
Investments in:			
Property, plant and equipment and intangible assets		(5,278)	(3,070)
Investments in subsidiaries and other equity investments		(14)	(121)
Cash and cash equivalents from consolidation of Chrysler, net of consideration paid for the additional 16% ownership interest	(27)	-	5,624
Proceeds from the sale of non-current assets		103	314
Net change in receivables from financing activities		309	(879)
Change in other current securities		(14)	(16)
Other changes		(7)	(54)
TOTAL		**(4,901)**	**1,798**
D) CASH FLOWS FROM (USED IN) FINANCING ACTIVITIES:			
Issuance of bonds		1,803	2,500
Repayment of bonds		(1,250)	(1,325)
Issuance of medium-term borrowings		1,062	1,697
Repayment of medium-term borrowings		(1,060)	(3,576)
Changes in net financial receivables from Fiat Industrial group		-	2,761
Net change in other financial payables and other financial assets/liabilities		(300)	55
Capital increase		20	7
Dividends paid		(58)	(175)
(Purchase)/sale of ownership interests in subsidiaries	(27)	-	(438)
TOTAL		**217**	**1,506**
Translation exchange differences		(155)	201
E) TOTAL CHANGE IN CASH AND CASH EQUIVALENTS		**(675)**	**5,887**
F) CASH AND CASH EQUIVALENTS		**16,851**	**17,854**
of which: cash and cash equivalents included in Assets held for sale and Discontinued Operations		-	**1**
G) CASH AND CASH EQUIVALENTS AT END OF PERIOD	(20)	**16,851**	**17,853**

(*) Cash flows for the first nine months of 2011 includes the consolidation of Chrysler from 1 June 2011.

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

€ million)	Share capital	Treasury shares	Capital reserves	Earnings reserves	Cash flow hedge reserve	Cumulative translation adjustment reserve	Available for sale financial assets reserve	Cumulative share of OCI of entities consolidated under the equity method	Non-controlling interests	Total
AT 1 JANUARY 2011	**6,377**	**(657)**	**601**	**4,145**	**(45)**	**1,111**	**(2)**	**14**	**917**	**12,461**
Changes in equity for the first nine months of 2011										
Effects of the Demerger										
Direct effects of the Demerger	(1,913)	-	(457)	(1,216)	23	(398)	-	(31)	(724)	**(4,716)**
Effects of the demerger on Treasury shares and on the Reserve for Share based payments	-	368	-	(185)	-	-	-	-	-	**183**
Capital increase	-	-	-	-	-	-	-	-	2	**2**
Increase in share capital due to the exercising of stock options	2	-	3	-	-	-	-	-	-	**5**
Dividends accrued or/and distributed	-	-	-	(152)	-	-	-	-	(23)	**(175)**
Increase (Decrease) in the Reserve for share-based payments	-	-	-	2	-	-	-	-	-	**2**
Non-controlling interest arising from the consolidation of Chrysler	-	-	-	-	-	-	-	-	3,112	**3,112**
Purchase and sale of shares in subsidiaries from/to non-controlling interests	-	-	-	(12)	-	-	-	-	(426)	**(438)**
Total comprehensive income for the period	-	-	-	1,291	(81)	(94)	(54)	(92)	343	**1,313**
Other changes	-	-	-	16	-	-	-	-	(3)	**13**
AT 30 SEPTEMBER 2011	**4,466**	**(289)**	**147**	**3,889**	**(103)**	**619**	**(56)**	**(109)**	**3,198**	**11,762**

(€ million)	Share capital	Treasury shares	Capital reserves	Earnings reserves	Cash flow hedge reserve	Cumulative translation adjustment reserve	Available for sale financial assets reserve	Cumulative share of OCI of entities consolidated under the equity method	Non-controlling interests	Total
AT 1 JANUARY 2012	**4,466**	**(289)**	**147**	**3,862**	**(170)**	**834**	**(43)**	**(80)**	**3,533**	**12,260**
Changes in equity for the first nine months of 2012										
Capital increase	-	-	-	-	-	-	-	-	20	**20**
Effect of the conversion of preference and savings shares	10	-	(10)	-	-	-	-	-		**-**
Share based payments	-	30	-	(20)	-	-	-	-		**10**
Dividends accrued or/and distributed	-	-	-	(40)	-	-	-	-	(18)	**(58)**
Purchase and sale of shares in subsidiaries from/to non-controlling interests	-	-	-	35	1	3	-	-	(359)	**(320)**
Total comprehensive income	-	-	-	246	116	(76)	14	35	721	**1,056**
Other changes	-	-	-	(2)	-	-	-	-	(3)	**(5)**
AT 30 SEPTEMBER 2012	**4,476**	**(259)**	**137**	**4,081**	**(53)**	**761**	**(29)**	**(45)**	**3,894**	**12,963**

NOTES

SIGNIFICANT ACCOUNTING POLICIES

Accounting policies

This Quarterly report has been prepared in accordance with the International Financial Reporting Standards ("IFRS") issued by the International Accounting Standards Board ("IASB") endorsed by the European Union. The designation "IFRS" also includes all valid International Accounting Standards ("IAS"), as well as all interpretations of the IFRS Interpretations Committee, formerly the Standing Interpretations Committee ("SIC") and then the International Financial Reporting Interpretations Committee ("IFRIC").

In particular, this Quarterly report has been prepared in accordance with IAS 34 - *Interim Financial Reporting* applying the same accounting principles and policies used in the preparation of the Consolidated financial statements for the year ended 31 December 2011, other than those discussed in the following paragraph "Accounting principles, amendments and interpretations adopted from 1 January 2012".

The preparation of the interim financial statements requires management to make estimates and assumptions that affect the reported amounts of revenues, expenses, assets, liabilities and disclosure of contingent assets and liabilities at the date of the interim financial statements. If in the future such estimates and assumptions, which are based on management's best judgment at the date of the interim financial statements, deviate from the actual circumstances, the original estimates and assumptions will be modified as appropriate in the period in which the circumstances change. Reference should be made to the Section – Use of estimates in the Consolidated Financial Statements for the year ended 31 December 2011 for a detailed description of the more significant valuation procedures used by the Group.

Moreover, these valuation procedures, in particular those of a more complex nature regarding matters such as the impairment of non-current assets, are only carried out in full during the preparation of the annual financial statements, when all the information required is available, unless there are any indications of impairment when an immediate assessment is necessary.

The actuarial valuations that are required for the determination of employee benefit provisions are usually only carried out during the preparation of the annual financial statements.

The recognition of income taxes is based upon the best estimate of the actual tax rate expected for the full financial year for each entity included in the scope of consolidation.

Format of the financial statements

For presentation of the income statement, the Group uses a classification based on the function of expenses (otherwise known as the "cost of sales" method), rather than their nature, as it is more representative of the format used for internal reporting and management purposes and is consistent with international practice in the automotive sector.

In addition to assessing the performance of its operating segments on the basis of Trading profit, beginning 2012, and following the progressive implementation of the new organizational structure, the Group also started assessing performance on the basis of Earnings before Interest and Taxes (EBIT) and has decided to report it as a separate line item in the income statement in place of Operating profit. The comparative amounts have been restated accordingly. EBIT consists of Trading profit/(loss), Result from investments, and other income/(expense) classified as unusual and was deemed more appropriate than Operating profit as an indicator of performance for the Group and its operating segments, as it also takes into account the Result from investments. Trading profit, on the other hand, which remains unchanged, reflects the result from normal operating activities before taking account of the Result from investments and unusual items such as Gains/(losses) on the disposal of investments, Restructuring costs and any other income/(expense) classified as unusual.

For the Statement of Financial Position, a mixed format has been selected to present current and non-current assets and liabilities, as permitted by IAS 1. More specifically, the Group's financial statements include both industrial companies and financial services companies. The investment portfolios of financial services companies are included in current assets, as the investments will be realised in their normal operating cycle. However, financial services companies only obtain a portion of their funding from the market: the remainder is obtained from Fiat S.p.A. through the Group's treasury companies (included under industrial activities), which provide funding both to industrial companies and financial services companies in the Group, as the need arises. Chrysler, on the other hand, continues to remain separate from a financial management standpoint and manages its own treasury services, obtaining funding from the market and managing cash directly. This financial service structure within the Group means that any attempt to separate current and non-current debt in the consolidated Statement of Financial Position would not be meaningful.

The Statement of Cash Flows is presented using the indirect method.

Accounting principles, amendments and interpretations adopted from 1 January 2012

On 7 October 2010, the IASB issued amendments to IFRS 7 – *Financial Instruments: Disclosures*, adopted by the Group from 1st January 2012. The amendments will allow users of financial statements to improve their understanding of transfers ("derecognition") of financial assets, including an understanding of the possible effects of any risks that may remain with the entity that transferred the assets. The amendments also require additional disclosures if a disproportionate amount of a transfer transaction is undertaken at the end of a reporting period. The application of these amendments had no significant effect on the disclosures presented in this Quarterly report nor on the measurement of the related items. The effects arising from the adoption of this amendment will be provided in the disclosures included in the Annual financial report.

Accounting standard and amendments not yet applicable and not early adopted by the Group

On 16 June 2011, the IASB issued an amendment to IAS 1 – *Presentation of Financial Statements* requiring companies to Group together items within Other comprehensive income that may be reclassified to the profit or loss section of the income statement. The amendment is applicable from periods beginning on or after 1 July 2012. The application of this amendment will not have any significant effect on the measurement of items in the Group's financial statements.

On 16 June 2011, the IASB issued an amended version of IAS 19 – *Employee Benefits.* The amendments make improvements to the previous version by eliminating the option to defer the recognition of actuarial gains and losses, known as the "corridor method", and by requiring the fund's deficit or surplus to be presented in the statement of financial position, the components of cost relating to service and net interest to be recognised in profit or loss, and actuarial gains and losses arising from the remeasurement of assets and liabilities to be recognised in Other comprehensive income. In addition, the return on assets included in net interest costs must now be calculated using the discount rate applicable to liabilities and no longer the expected return on the assets. The amendments also introduce the requirement for additional disclosures to be provided in the notes. The amended version of IAS 19 is applicable on a retrospective basis from 1 January 2013. At the date of this Quarterly report, the Group is assessing the impacts that will result from the adoption of the amendment.

In addition, at the date of this Quarterly report, the European Union had not yet completed its endorsement process for these standards and amendments:

- On 12 November 2009, the IASB issued a new standard IFRS 9 – *Financial Instruments* that was subsequently amended. The standard, having an effective date for mandatory adoption of 1 January 2015 retrospectively, represents the completion of the first part of a project to replace IAS 39 and introduces new requirements for the classification and measurement of financial assets and financial liabilities. The new standard uses a single approach to determine whether a financial asset is measured at amortised cost or fair value, replacing the many different rules in IAS 39. The approach in IFRS 9 is based on how an entity manages its financial instruments and the contractual cash flow characteristics of the financial assets. The most significant effect of the standard regarding the classification and measurement of financial liabilities relates to the accounting for changes in fair value attributable to changes in the credit risk of financial liabilities designated as at fair value through profit or loss. Under the new standard these changes are recognised in Other comprehensive income and are not subsequently reclassified to the income statement.

- On 20 December 2010, the IASB issued amendments to IAS 12 – *Income Taxes* which clarify the accounting for deferred tax relating to investment properties measured at fair value. The amendments introduce the presumption that the carrying amount of deferred taxes relating to investment properties measured at fair value under IAS 40 will be recovered through sale. As a result of the amendments, SIC-21 *Income Taxes – Recovery of Revalued Non-Depreciable Assets* no longer applies. These amendments are effective retrospectively for annual periods beginning on or after 1 January 2012.
- On 12 May 2011, the IASB issued IFRS 10 – *Consolidated Financial Statements* replacing SIC-12 – *Consolidation-Special Purpose Entities* and parts of IAS 27 – *Consolidated and Separate Financial Statements* (which has been renamed *Separate Financial Statements* and addresses the accounting treatment of investments in separate financial statements). The new standard builds on existing principles by identifying the concept of control as the determining factor in whether an entity should be included within the consolidated financial statements of the parent company. The standard provides additional guidance to assist in the determination of control where this is difficult to assess. The standard is effective retrospectively from 1 January 2013.
- On 12 May 2011, the IASB issued IFRS 11 – *Joint Arrangements* superseding IAS 31 – *Interests in Joint Ventures* and SIC-13 – *Jointly-controlled Entities-Non-monetary Contributions by Venturers.* The new standard provides the criteria for identifying joint arrangements by focusing on the rights and obligations of the arrangement, rather than its legal form and requires a single method to account for interests in jointly-controlled entities, the equity method. The standard is effective retrospectively from 1 January 2013. Following the issue of the new standard, IAS 28 – *Investments in Associates* has been amended to include accounting for investments in jointly-controlled entities in its scope of application (from the effective date of the standard).
- On 12 May 2011, the IASB issued IFRS 12 – *Disclosure of Interests in Other Entities*, a new and comprehensive standard on disclosure requirements for all forms of interests in other entities, including subsidiaries, joint arrangements, associates, special purpose vehicles and other unconsolidated vehicles. The standard is effective for annual periods beginning after 1 January 2013.
- On 12 May 2011, the IASB issued IFRS 13 – *Fair Value Measurement,* clarifying the determination of the fair value for the purpose of the financial statements and applying to all IFRSs permitting or requiring a fair value measurement or the presentation of disclosures based on fair value. The standard is effective prospectively from 1 January 2013.
- On 16 December 2011, the IASB issued certain amendments to IAS 32 – *Financial Instruments: Presentation* to clarify the application of certain offsetting criteria for financial assets and financial liabilities in IAS 32. The amendments are effective for annual periods beginning on or after 1 January 2014 and are required to be applied retrospectively.
- On 16 December 2011, the IASB issued certain amendments to IFRS 7 – *Financial Instruments: Disclosures.* The amendments require information about the effect or potential effect of netting arrangements for financial assets and liabilities on an entity's financial position. Entities are required to apply the amendments for annual reporting periods beginning on or after 1 January 2013, and interim periods within those annual periods. The required disclosures should be provided retrospectively.
- On 17 May 2012, the IASB issued a set of amendments to IFRSs ("Improvements to IFRS's – 2009-2011") that are applicable retrospectively from 1 January 2013; set out below are those that may lead to changes in the presentation, recognition or measurement of financial statement items, excluding those that only regard changes in terminology or editorial changes having a limited accounting effect and those that affect standards or interpretations that are not applicable to the Fiat Group.
    - IAS 1 – *Presentation of Financial Statements:* the amendment clarifies the way in which comparative information should be presented when an entity changes accounting policies or retrospectively restates or reclassifies items in its financial statements and when an entity provides comparative information in addition to the minimum comparative financial statements;

- ☐ IAS 16 – *Property, plant and equipment;* the amendment clarifies that items such as spare parts, stand-by equipment and servicing equipment, shall be recognised in accordance with IAS 16 when they meet the definition of Property, plant and equipment, otherwise such items shall be classified as Inventory;
- ☐ IAS 32 – *Financial instruments: Presentation*: the amendment eliminates an inconsistency between IAS 12 – *Income Taxes* and IAS 32 concerning the recognition of taxation arising from distributions to shareholders, establishing that these shall be recognised in profit or loss to the extent the distribution refers to income generated by transactions originally recognised in profit or loss.

SCOPE OF CONSOLIDATION

The were no significant changes in the scope of consolidation in the first nine months of 2012, although the following changes occurred:

- in early January 2012, Fiat announced that the "Ecological Event" (Third performance event established in the Chrysler Group Amended and Restated LLC Operating Agreement) had been achieved, leading to a further 5% increase of its holding in Chrysler. At 30 September 2012 Fiat had a 58.5% ownership interest in Chrysler;
- AKAT Automotive Distribution Company Private Limited, whose name was subsequently changed to Fiat Group Automobiles India Private Limited, was established in India and will assume responsibility for all commercial, distribution and service related activities from the current joint Tata Motors-Fiat dealerships assigned to manage the Fiat brand. The investment is measured at cost;
- Administracion Magneti Marelli Sistemi Sospensioni Mexicana S.R.L. de C.V., Changchun Magneti Marelli Powertrain Components Co.Ltd. and Magneti Marelli Promatcor Sistemi Sospensioni Mexicana S.R.L. de C.V., minor subsidiaries in the Components and Production System operating segment, were established and consolidated on a line-by-line basis.

In addition, as part of the discussions which began in 2011 on the future of the Fiat-PSA Peugeot Citroën JVs, on 26 July 2012 the Group entered into an agreement with PSA Peugeot Citroën providing for the transfer of its shareholding in the Sevelnord Société Anonyme joint venture on or before 31 December 2012 at a symbolic value. In accordance with IFRS 5, the Group has reclassified its investment in Sevelnord Société Anonyme within assets held for sale and measured it at *fair value*, by recognising an unusual loss of €91 million in the second quarter of 2012.

Amounts reported in the Consolidated income statement for the first nine months of 2011 and amounts reported in the Consolidated statement of cash flows include the operations of Chrysler which has been consolidated since 1 June 2011.

OTHER INFORMATION

Other sections of this Report provide information on significant events which have occurred after 30 September 2012 and the business outlook.

COMPOSITION AND PRINCIPAL CHANGES

1. Net revenues

An analysis of Net revenues from external customers of the Fiat Group by region and operating segment for the third quarter and for the first nine months of 2012 and for the comparative periods presented is as follows:

(€ million)	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
NAFTA	10,758	7,772	32,111	10,665
LATAM	2,942	2,838	8,110	7,767
APAC	831	598	2,306	931
EMEA	3,697	4,209	12,916	14,089
Luxury and Performance Brands	662	638	2,097	1,938
Components and Production Systems	1,424	1,349	4,248	4,062
Other Activities	123	148	394	463
Total Net revenues	**20,437**	**17,552**	**62,182**	**39,915**

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

Note 29 - Information by sector reports Revenues, Revenues from transactions with regions and other operating segments, Revenues from external customers and other financial information by reporting segment.

2. Cost of sales

Cost of sales of the Fiat Group for the third quarter of 2012 amounts to €17,314 million (€14,806 million in the third quarter of 2011) and includes €46 million (€39 million in the third quarter of 2011) of interest cost and other financial expenses from financial services companies.

Cost of sales of the Fiat Group for the first nine months of 2012 amounts to €52,949 million (€33,866 million in the first nine months of 2011) and includes €127 million (€111 million in the first nine months of 2011) of interest cost and other financial expenses from financial services companies.

3. Selling, general and administrative costs

Selling costs amount to €1,028 million and €3,198 million in the third quarter and for the first nine months of 2012, respectively (€949 million and €2,164 million in the corresponding periods of 2011) and comprise mainly marketing, advertising and sales personnel costs.

General and administrative costs amount to €617 million and €1,763 million in the third quarter and for the first nine months of 2012, respectively (€534 million and €1,209 million in the corresponding periods of 2011) and comprise mainly administrative expenses which are not attributable to sales, production and research and development functions.

4. Research and development costs

The breakdown of Research and development costs is as follows:

(€ million)	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
Research and development costs not recognised as assets	290	255	906	559
Amortisation of capitalised development costs	175	160	465	466
Write-down of costs previously capitalised	2	1	4	1
Total Research and development costs	**467**	**416**	**1,375**	**1,026**

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

During the third quarter and the first nine months of 2012, the Group recognised new capitalised development costs of €522 million and €1,521 million, respectively (€432 million and €955 million in the corresponding periods of 2011).

5. Other income (expenses)

Other net expenses amounting to €60 million and €70 million in the third quarter and for the first nine months of 2012, respectively (other net income of €4 million and other net expenses of €23 million in the corresponding periods of 2011) consists of miscellaneous operating costs not ascribable to specific functional areas, such as accruals to miscellaneous provisions and indirect taxes and duties, net of other income which is not attributable to the typical sales and services operations of the Group.

6. Result from investments

For the third quarter and first nine months of 2012, the item includes the Group's interest in the net profit or loss of companies accounted for under the equity method totalling a gain of €5 million and €62 million, respectively (a gain of €31 million and €93 million for the corresponding periods in 2011). The item also includes write-downs for impairment on financial assets, reversals, accruals to provisions against investments and dividends.

The Result from investments in the third quarter of 2012 is a gain amounting to €5 million (gain of €31 million in the third quarter of 2011) which consists of (amounts in € million): investments held by the EMEA region 43 (40 in the third quarter of 2011); the investment in RCS MediaGroup in respect of the investee's loss -40; and other 2 (-9 in the third quarter of 2011).

The Result from investments in the first nine months of 2012 is a gain amounting to €75 million (gain of €79 million in the first nine months of 2011) which consists of (amounts in € million): investments held by the EMEA region 124 (113 in the first nine months of 2011); the investment in RCS MediaGroup in respect of the investee's loss -73 (-1 in the first nine months of 2011); investments held by the Components and Production System operating segment 2 (-13 in the first nine months of 2011); and other 22 (-20 in the first nine months of 2011).

7. Gains (losses) on the disposal of investments

In the first nine months of 2012, this item includes the write-down of €91 million of the investment in Sevelnord Société Anonyme following its reclassification to Assets held for sale and measurement at fair value.

In the first nine months of 2011, this positive item for €7 million included the net gains and losses arising on the disposal of certain minor investments in other companies.

8. Restructuring costs

Restructuring costs, a net gain of €4 million and €39 million in the third quarter and first nine months of 2012 respectively, mainly relate to the release of a restructuring provision previously made by the NAFTA region.

In the third quarter and first nine months of 2011, Restructuring costs amounted to €61 million and €103 million respectively, and mainly related to EMEA region and Component and Production System operating segment.

9. Other unusual income (expenses)

In the first nine months of 2012 other unusual expense of €80 million consists mainly of costs arising from the process of rationalising relations with certain suppliers and provisions for disputes relating to operations terminated in prior years.

Other unusual income amounted to €2,018 million in the first nine months of 2011. Of this, €1,729 million related to the gain resulting from the measurement at fair value of the investment of 30% in Chrysler held before the acquisition of control and €288 million to the valuation of the right to receive interest of 5% following the occurrence of the Ecological Event.

Other unusual expenses, amounting to €921 million in the first nine months of 2011, comprised €220 million relating to Chrysler. The amount of €701 million arising from the other regions and operating segments (mainly the EMEA region) was principally the result of the process for the strategic realignment of the manufacturing and commercial activities of Fiat with those of Chrysler, further accelerated following the increase in the ownership interest in Chrysler which occurred in the second quarter of 2011, as well as the realignment of certain minor activities. Write-downs included in the above-mentioned amount, which arose from the updating of the economic valuations and estimates made comprise the write-down of goodwill of €223 million and of development costs of €110 million. The other unusual expenses of €220 million relating to Chrysler represented the revaluation of the inventories of NAFTA region on initial consolidation as the consequence of measuring the identifiable assets acquired and identifiable liabilities assumed at fair value, and this was recognised in the income statement in June as the result of the rapid turnover of stock.

10. Financial income (expenses)

In addition to the items forming part of the specific line of the income statement, the following analysis of Financial income (expenses) also takes into account the income from financial services companies included in Net revenues for €79 million and €215 million in the third quarter and first nine months of 2012 respectively (€61 million and €173 million in the corresponding periods of 2011) and the costs incurred by financial services companies included in Interest cost and other financial charges from financial services companies included in Cost of sales for €46 million and €127 million in the third quarter and first nine months of 2012 respectively (€39 million and €111 million in the corresponding periods of 2011). A reconciliation to the income statement is included in the following table.

(€ million)	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
Financial income:				
Interest earned and other financial income	74	91	195	248
Interest income from customers and other financial income of financial services companies	79	61	215	173
Gains on disposal of securities	-	1	1	2
Total financial income	**153**	**153**	**411**	**423**
of which:				
Financial income, excluding financial services companies (a)	74	92	196	250
Interest and other financial expenses:				
Interest expense and other financial expenses	487	497	1,470	1,106
Write-downs of financial assets	16	13	36	37
Losses on disposal of securities	-	3	7	8
Interest costs on employee benefits provisions	37	33	106	61
Total interest and other financial expenses	**540**	**546**	**1,619**	**1,212**
Net (income) expenses from derivative financial instruments and exchange differences	(21)	128	(59)	60
Total interest and other financial expenses, net (income) expenses from derivative financial instruments and exchange differences	**519**	**674**	**1,560**	**1,272**
of which:				
Interest and other financial expenses, effects resulting from derivative financial instruments and exchange differences, excluding financial services companies (b)	473	635	1,433	1,161
Net financial income (expenses) excluding financial services companies (a)-(b)	**(399)**	**(543)**	**(1,237)**	**(911)**

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

Net financial expenses for the third quarter and first nine months of 2012, excluding those of the financial services companies, amounted to €399 million and €1,237 million, respectively. Net financial expenses in the third quarter of 2012 included net financial expense of Chrysler of €209 million (€209 million in the third quarter of 2011), of which interest cost on employee benefits provisions of €28 million (€23 million in the third quarter of 2011). This item also includes a financial gain of €1 million (a loss of €138 million in the third quarter of 2011) arising from the equity swaps on Fiat S.p.A. and Fiat Industrial S.p.A. ordinary shares related to certain stock option plans.

Net financial expenses in the first nine months of 2012 included net financial expense of Chrysler of €625 million (€279 million in the first nine months of 2011), of which interest cost on employee benefits provisions of €78 million (€30 million in the first nine months of 2011). This item also includes a net financial gain of €30 million (a loss of €115 million in the first nine months of 2011) arising from the equity swaps on Fiat S.p.A. and Fiat Industrial S.p.A. ordinary shares related to certain stock option plans.

11. Income taxes

Income taxes recognised in the consolidated income statement consist of the following:

(in milioni di euro)	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
Current taxes:				
IRAP	10	16	44	52
Other taxes	166	143	473	404
Total current taxes	**176**	**159**	**517**	**456**
Deferred taxes for the period	19	11	(9)	(25)
Taxes relating to prior periods	-	-	2	(21)
Total Income taxes	**195**	**170**	**510**	**410**

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

The increase in Total income taxes in the third quarter of 2012 compared to the third quarter of 2011 is mainly due to the improvement in Chrysler's results. The increase in Income taxes in the first nine months of 2012 compared to the same period in 2011 is mainly due to the combined effect of the consolidation of Chrysler and the improvement in its results, partially offset by the decrease in income taxes arising from the lower taxable profits of certain non-Italian companies. In the first nine months of 2011 Income taxes also included non-recurring income relating to benefits arising from the recovery of prior year income taxes.

Net deferred tax assets at 30 September 2012 consist of deferred tax assets, net of deferred tax liabilities that have been offset, where permissible, by the individual consolidated companies.

The net balance of Deferred tax assets and Deferred tax liabilities may be analysed as follows:

(€ million)	At 30 September 2012	At 31 December 2011
Deferred tax assets	1,671	1,690
Deferred tax liabilities	(775)	(760)
Total	**896**	**930**

12. Earnings/(losses) per share

As explained in Note 22 of this Report, until 21 May 2012 the share capital of Fiat S.p.A. was represented by three classes of shares (ordinary shares, preference shares and savings shares) each of which had different dividend rights. In accordance with the resolution adopted at the extraordinary session of Shareholders' General Meeting of 4 April 2012, as all the necessary conditions precedent had been satisfied, the mandatory conversion of all 103,292,310 Fiat S.p.A. preference shares and 79,912,800 Fiat S.p.A. savings shares into 157,722,163 Fiat S.p.A. ordinary shares, with dividend rights from 2012, took place on 21 May 2012. The conversion ratio was 0.850 ordinary shares per preference share and 0.875 ordinary shares per savings share.

The earnings/(loss) per share for the third quarter and first nine months of 2012 that follows takes into account the above-mentioned conversion by dividing the Profit/(loss) attributable to the equity holders of the parent company, by the weighted average number of ordinary shares outstanding during the period. In order to calculate the earnings/(loss) per share for the third quarter and first nine months of 2011, which is presented for comparative purposes, the three different classes of shares, together with their different dividend rights have been taken into account. For this purpose, the Profit/(loss) attributable to the equity holders of the parent company had been adjusted by the amount of the dividends that would be contractually due to each class of shares in the theoretical event of a total distribution of profits. For this purpose, the amount allocated to each class of shares was then divided by the weighted average number of shares for the period.

The following table provides amounts used in calculation of earnings/(loss) per share for the two periods:

		3rd Quarter 2012	3rd Quarter 2011			
		Ordinary shares	Ordinary shares	Preference shares	Savings shares	Total
Profit/(loss) attributable to owners of the parent	€ million	39				(46)
Theoretical preference right	€ million	-	-	-	-	-
Profit/(loss) attributable to all classes of shares	€ million	39	(39)	(4)	(3)	(46)
Profit/(loss) attributable to each class of shares	€ million	**39**	**(39)**	**(4)**	**(3)**	**(46)**
Average number of shares outstanding	thousands	**1,215,825**	**1,054,111**	**103,292**	**79,913**	**1,237,316**
Basic earnings/(loss) per share	euros	**0.032**	**(0.037)**	**(0.037)**	**(0.037)**	

		01/01-30/09 2012	01/01-30/09 2011			
		Ordinary shares	Ordinary shares	Preference shares	Savings shares	Total
Profit/(loss) attributable to owners of the parent	€ million	246				1,291
Theoretical preference right	€ million	-	-	23	17	40
Profit/(loss) attributable to all classes of shares	€ million	246	1,093	84	74	1,251
Profit/(loss) attributable to each class of shares	€ million	**246**	**1,093**	**107**	**91**	**1,291**
Average number of shares outstanding	thousands	**1,215,830**	**1,053,972**	**103,292**	**79,913**	**1,237,177**
Basic earnings/(loss) per share	euros	**0.202**	**1.037**	**1.037**	**1.145**	

If all the preference and savings shares had been converted in 2011 at the above-mentioned conditions, losses per ordinary shares for the third quarter of 2011 would have been €0.038 and earnings per ordinary share for the first nine months of 2011 would have been €1.066.

In order to calculate the diluted earnings/(loss) per share for the third quarter of 2012 and for the first nine months of 2012 and 2011, the weighted average number of ordinary shares was increased to take into consideration the theoretical effect that would arise if the share based payment plans were exercised. The stock option and stock grant plans of Fiat S.p.A. were not taken into consideration in the calculation of diluted earnings/(loss) per share in the third quarter of 2011 as this would have had an antidilutive effect.

The following tables present the amounts used in the calculation of diluted earnings per share for the periods presented.

		3rd Quarter 2012	3rd Quarter 2011			
		Ordinary shares	Ordinary shares	Preference shares	Savings shares	Total
Profit/(loss) attributable to each class of shares	€ million	39	**(39)**	**(4)**	**(3)**	**(46)**
Average number of shares considered for the diluted earnings per share	thousands	1,227,737	1,054,111	103,292	79,913	1,237,316
Diluted earnings/(loss) per share	€	**0.032**	**(0.037)**	**(0.037)**	**(0.037)**	

		01/01-30/09 2012	01/01-30/09 2011			
		Ordinary shares	Ordinary shares	Preference shares	Savings shares	Total
Profit/(loss) attributable to each class of shares	€ million	246	**1,094**	**106**	**91**	**1,291**
Average number of shares considered for the diluted earnings per share	thousands	1,225,281	1,064,611	103,292	79,913	1,247,816
Diluted earnings/(loss) per share	€	**0,201**	**1.028**	**1.028**	**1.136**	

If all the preference and savings shares had been converted in 2011 at the above-mentioned conditions, diluted losses per ordinary share for the third quarter of 2011 would have been €0.038 and diluted earnings per ordinary share for the first nine months of 2011 would have been €1.057.

13. Intangible assets

(€ million)	Net of amortisation at 31 December 2011	Additions	Amortisation	Foreign exchange effects and other changes	Net of amortisation at 30 September 2012
Goodwill	10,443	-	-	(21)	**10,422**
Development costs	3,520	1,521	(465)	(26)	**4,550**
Brands and Other Intangible Assets	4,237	101	(187)	-	**4,151**
Total Intangible assets	**18,200**	**1,622**	**(652)**	**(47)**	**19,123**

Goodwill consists principally of goodwill resulting from the acquisition of the control of Chrysler for €9,564 million (€9,585 million at 31 December 2011) and the purchase of certain interests in Ferrari S.p.A. for €786 million (€786 million at 31 December 2011).

Net negative foreign exchange effects of €41 million in the first nine months of 2012 arose mainly from changes in the Brazilian Real/Euro rate.

14. Property, plant and equipment

(€ million)	Net of depreciation at 31 December 2011	Additions	Depreciation	Foreign exchange effects	Disposals and other changes	Net of depreciation at 30 September 2012
Property plant and equipment	**20,785**	3,656	(2,453)	(35)	(181)	**21,772**

Additions of €3,656 million in the first nine months of 2012 mainly refer to the car mass-market operations. Net negative foreign exchange effects of €35 million in the first nine months of 2012 arose principally from the devaluation of the Brazilian Real and the Serbian Dinar against the Euro, partially offset by the appreciation of the US Dollar and the Polish Zloty against the Euro.

15. Investments and other financial assets

(€ million)	At 30 September 2012	At 31 December 2011
Investments accounted for using the equity method	1,504	1,579
Investments measured at fair value:		
Investments at fair value with changes directly in Other comprehensive income	130	116
Investments at fair value with changes in profit or loss	141	149
Investments at cost	59	55
Total Investments	**1,834**	**1,899**
Non-current financial receivables	330	334
Other securities and other financial assets	122	427
Total Investments and other financial assets	**2,286**	**2,660**

Changes in Investments during the first nine months of 2012 are as follows:

(€ million)	At 31 December 2011	Revaluations (write-downs)	Changes in the scope of consolidation	Reclassification to Assets held for sale	Other Changes	At 30 September 2012
Investments	**1,899**	62	(1)	(91)	(35)	**1,834**

Revaluations and write-downs consist of adjustments for the result for the period to the carrying value of investments accounted for under the equity method. Write-downs also include any loss in value in Investments accounted for under the cost method.

Other changes consisting of a net decrease of €35 million mainly relate to dividends of €69 million distributed by companies accounted for using the equity method (of which €20 million received from FGA Capital and €41 million received form Tofas-Turk Otomobil Fabrikasi A.S.), a decrease of €27 million in the investment in Fiat Industrial S.p.A. due to the granting to the Chief Executive Officer of the shares vested under the 2009 Stock Grant Plan and the decrease of €20 million arising from the liquidation of certain minor investments, partially offset by the positive fair value adjustment of €33 million relating to the investment classified as available-for-sale, the positive changes in the cash flow hedge reserve of Tofas-Turk Otomobil Fabrikasi A.S. of €14 million, the foreign exchange gains of €23 million and the purchases and capitalisations of €14 million.

Investments accounted for using the equity method

At 30 September 2012 Investments accounted for using the equity method total €1,504 million (€1,579 million at 31 December 2011) and include, amongst others, the following (in € million): FGA Capital S.p.A. group 775 (725 at 31 December 2011), Tofas Turk Otomobil Fabrikasi A.S. 314 (272 at 31 December 2011), Sevel S.p.A. 103 (100 at 31 December 2011), GAC Fiat Automobiles Co. Ltd. 99 (108 at 31 December 2011), VM Motori S.p.A. 39 (38 at 31 December 2011), Fiat India Automobiles Ltd. 39 (23 at 31 December 2011) and Rizzoli Corriere della Sera MediaGroup S.p.A. 24 (99 at 31 December 2011).

At 31 December 2011, Investments also included the investment in Sevelnord Société Anonyme carried at €89 million. As discussed in the section Scope of consolidation, this investment carried at €91 million at 30 June 2012 was reclassified to Assets held for sale at that date and measured at fair value.

Investments measured at fair value

At 30 September 2012, Investments at fair value with changes recognised directly in Other comprehensive income, include the investment in Fiat Industrial S.p.A. for €119 million (€104 million at 31 December 2011), the investment in Fin. Priv. S.r.l. for €9 million (€10 million at 31 December 2011) and the investment in Assicurazioni Generali S.p.A. of €2 million (€2 million at 31 December 2011).

Overall, at 30 September 2012 the investment in Fiat Industrial S.p.A. consists of 34,216,027 ordinary shares, corresponding to the 2.8% in the share capital of the company (38,215,333 ordinary shares, corresponding to 3.00% of the share capital of the company at 31 December 2011) for an amount of €260 million (€253 million at 31 December 2011), of which 18,535,625 shares of Fiat Industrial S.p.A. will serve the stock option plans and are therefore measured at fair value through profit and loss for an amount of €141 million, and 15,680,402 shares are classified as available-for-sale and measured at fair value through equity, for an amount of €119 million. The decrease in the number of ordinary shares of Fiat Industrial S.p.A. with respect to 31 December 2011 is due to the granting to the Chief Executive Officer of the shares vested under the 2009 Stock Grant Plan.

Other securities and other financial assets

Other securities and other financial assets include €58 million at 30 September 2012 (€58 million at 31 December 2011) relating to the equivalent of the contractual rights arising from the acquisition of the Equity Recapture Agreement. At 31 December 2011 Other securities and other financial assets also included €320 million relating to the value of Fiat's contractual right to receive an additional 5% ownership interest in Chrysler upon the occurrence of the Ecological Event, which took place in early January 2012. As a consequence, this financial asset was derecognised and Non-controlling interests were reduced by €359 million, with the Equity attributable to owners of the parent increased for the difference.

16. Inventories

(€ million)	At 30 September 2012	At 31 December 2011
Raw materials, supplies and finished goods	8,442	7,555
Assets sold with a buy-back commitment	1,404	1,394
Gross amount due from customers for contract work	163	174
Total Inventories	**10,009**	**9,123**

Inventories rose by €886 million during the first nine months of 2012 in line with the trend in production and sales volumes for the period in the various markets in which the Group operates.

The amount due from customers for contract work mainly relates to the Components and Production Systems operating segment and can be analysed as follows:

(€ million)	At 30 September 2012	At 31 December 2011
Aggregate amount of costs incurred and recognised profits (less recognised losses) to date	1,594	1,294
Less: Progress billings	(1,608)	(1,230)
Construction contracts, net of advances on contract work	**(14)**	**64**
Gross amount due from customers for contract work as an asset	163	174
Less: Gross amount due to customers for contract work as a liability included in Other current liabilities	(177)	(110)
Construction contracts, net of advances on contract work	**(14)**	**64**

17. Current receivables and Other current assets

(€ million)	At 30 September 2012	At 31 December 2011
Trade receivables	3,009	2,625
Receivables from financing activities	3,469	3,968
Current tax receivables	382	369
Other current assets:		
Other current receivables	1,823	1,710
Accrued income and prepaid expenses	408	378
Total other current assets	2,231	2,088
Total Current receivables and Other current assets	**9,091**	**9,050**

Receivables from financing activities include the following:

(€ million)	At 30 September 2012	At 31 December 2011
Dealer financing	1,752	2,360
Retail financing	1,133	1,107
Finance leases	362	310
Financial receivables from companies under joint control and unconsolidated subsidiaries	60	61
Current financial receivables from jointly controlled financial services entities	59	21
Supplier financing	37	51
Other	66	58
Total Receivables from financing activities	**3,469**	**3,968**

Receivables from financing activities at 30 September 2012 decreased by €499 million over the period. Excluding translation exchange losses arising mainly from trends in the Euro/Brazilian Real rates, the item decreased by €346 million.

Current financial receivables from jointly controlled financial services entities includes financial receivables from the FGA Capital group.

Other current receivables include amounts due from the tax authorities, security deposits and miscellaneous receivables.

18. Current securities

At 30 September 2012, Current securities include mainly short-term or marketable securities which represent temporary investments readily convertible into cash, but which do not satisfy the requirements for being classified as Cash and cash equivalents.

19. Other financial assets and Other financial liabilities

These items include the measurement at fair value of derivative financial instruments at 30 September 2012.

In particular, the overall change in Other financial assets (from €557 million at 31 December 2011 to €473 million at 30 September 2012), and in Other financial liabilities (from €429 million at 31 December 2011 to €263 million at 30 September 2012), is mainly due to changes in exchange rates and interest rates during the period, and the change in the fair value of the equity swaps on Fiat S.p.A. and Fiat Industrial S.p.A. ordinary shares (positive for €30 million in the first nine months of 2012).

As this item consists principally of hedging instruments, the change in their value is compensated by the change in the value of the hedged item.

At 30 September 2012 this item includes Other financial assets and Other financial liabilities of Chrysler for €77 million (€127 million at 31 December 2011) and €62 million (€100 million at 31 December 2011) respectively.

20. Cash and cash equivalents

At 30 September 2012, Cash and cash equivalents amounts to €16,851 million (€17,526 million at 31 December 2011), of which €9,240 million (€7,420 million at 31 December 2011) related to cash and cash equivalents of Chrysler.

These amounts include cash at banks, units in liquidity funds and other money market securities that are readily convertible into cash. Cash and cash equivalents are subject to an insignificant risk of changes in value, and consist of balances spread across various primary national and international banking institutions, liquid funds and other money market instruments.

21. Assets held for sale

At 30 September 2012 Assets held for sale consists of an investment in a minor company in Brazil, which was classified as held for sale on acquisition, the investment in Sevelnord Société Anonyme, together with certain properties allocated to the Other activities.

At 31 December 2011 Assets held for sale included the above mentioned investment in a minor company in Brazil, together with certain properties allocated to the Other activities.

22. Equity

Consolidated shareholders' equity at 30 September 2012 rose by €703 million over 31 December 2011, mainly due to the profit for the period of €1,023 million and an increase of €88 million in the cash flow hedge reserve, partially offset by the decrease of €320 million arising from the 5% increase of Fiat's interest in Chrysler following the occurrence of the Third Performance Event, the distribution of dividends (to shareholders of Fiat S.p.A. and minority shareholders in Group subsidiaries) of €58 million and foreign exchange losses of €70 million recognised in the cumulative translation adjustment reserve.

Share capital

At 30 September 2012, fully paid-up share capital amounts to €4,476 million (€4,466 million at 31 December 2011) and consists of 1,250,402,773 ordinary shares (1,275,885,720 shares at 31 December 2011, comprising 1,092,680,610 ordinary shares, 103,292,310 preference shares and 79,912,800 savings shares), with a par value of €3.58 each (€3.5 each at 31 December 2011).

The following table provides the changes in ordinary shares issued by Fiat S.p.A. in the first nine months of 2012:

(number of shares in thousands)	At 31 December 2011	Conversion of preference and savings shares	Stock grant vested	At 30 September 2012
Ordinary shares issued	1,092,681	157,722	-	1,250,403
Of which: Ordinary treasury shares	(38,568)	(10)	4,000	(34,578)
Outstanding Fiat S.p.A. Ordinary shares	**1,054,113**	**157,712**	**4,000**	**1,215,825**

On 21 May 2012, pursuant to the resolution adopted by shareholders at the extraordinary general meeting of 4 April 2012, all 103,292,310 Fiat S.p.A. preference shares and 79,912,800 Fiat S.p.A. savings shares were mandatorily converted into 157,722,163 Fiat S.p.A. ordinary shares with dividend right from 1 January 2012. Conversion ratios of 0.850 ordinary shares per preference share and 0.875 ordinary shares per savings share were used. The final trading date for trading Fiat S.p.A. preference and savings shares was 18 May 2012. From 21 May 2012 only Fiat S.p.A. ordinary shares are traded on the Borsa Italiana electronic exchange ("MTA"), being 1,250,402,773 ordinary shares, each with a par value of €3.58 by utilising €10.8 million of the share premium reserve, with total share capital accordingly increasing to €4,476 million.

Following the expiry of the term for shareholders of savings shares and preference shares to exercise their withdrawal rights, on 28 April 2012, withdrawal notifications for 1,016,190 preference shares and 1,616,509 savings shares had been received. The redemption procedures for these shares took place on 23 May 2012, in accordance with paragraph 3, article 2437-ter of the Italian civil code, with the redemption amounts set at €3.317 per preference share and €3.458 per savings share. The 863,761 ordinary shares resulting from the conversion of the preference shares and the 1,414,445 ordinary shares resulting from the conversion of the savings shares were offered at the same time to existing shareholders pursuant to article 2437-quater of the Italian civil code. At the conclusion of the offer period on 20 June 2012, a total of 36,244 shares resulting from the conversion of the Fiat preference shares had been purchased at a price of €3.902 per share and 46,242 shares resulting from conversion of the Fiat savings shares had been purchased at a price of €3.952 per share by the exercising of rights and pre-emption rights pursuant to article 2437-quater(3) of the Italian civil code. All the shares requested under pre-emption rights were allocated. Payment for the shares purchased through the exercising of rights and pre-emption right was made on 4 July 2012 with value 3 July 2012.

Pursuant to article 2437-quater (4) of the Italian civil code, the company offered the remaining 827,517 shares resulting from the conversion of the Fiat S.p.A. preference shares and 1,368,203 shares resulting from the conversion of the Fiat S.p.A. savings shares on the Electronic Stock Market ("MTA") on 4 July 2012. For all shares settlement took place on 9 July 2012.

As a result of the above-mentioned conversion and free capital increase, the allocation of the annual profit of Fiat S.p.A. as stated in its annual separate financial statements is currently as follows:

- to the legal reserve, 5% of net profit until the amount of the reserve is equal to one-fifth of share capital;
- further allocations to the legal reserve, allocations to the extraordinary reserve, to retained profit reserve and/or to other allocations as may be resolved by Shareholders;

- to each share, any remaining net profit which Shareholders may resolve to distribute.

In the case of winding up, the Company's assets shall be distributed in equal pro rata amounts to shares.

In addition, as a result of the resolutions adopted by the Board of Directors on 3 November 2006, the Demerger to Fiat Industrial S.p.A., and the resolution adopted by Shareholders at the Extraordinary Meeting on 4 April 2012, Fiat S.p.A. share capital may be increased by a maximum of €34,249,412.50 through the issue of up to 9,566,875 ordinary shares, through paid capital contributions, exclusively to executives employed by the Company and/or its subsidiaries in accordance with the relevant incentive plan.

Treasury shares

Treasury shares consist of 34,577,721 Fiat S.p.A. ordinary shares for an amount of €259 million (38,568,458 ordinary shares for an amount of €289 million at 31 December 2011). The number of Treasury shares has decreased by 4,000,000 since 31 December 2011 due to the granting to the Chief Executive Officer of the shares vested under the 2009 Stock Grant Plan (see Note 25 of the Consolidated Financial Statements at 31 December 2011) and has increased by 9,263 shares as a result of the conversion of the preference and savings shares discussed above.

In addition at their annual general meeting of 4 April 2012 Shareholders renewed their authorisation for the purchase and sale of treasury shares, including through subsidiaries. The previous authorisation provided on 30 March 2011 was revoked. The authorisation provides for the purchase of a maximum number of shares not to exceed the legally established percentage of share capital or an aggregate value of €1.2 billion, inclusive of the €259 million in Fiat S.p.A. shares already held and enabled Fiat to purchase certain preference and savings shares from the shareholders who exercised their withdrawal right following the conversion. As announced, the buy-back program is currently on hold and Fiat has no obligation to buy back shares under the authorisation. The buy-back authorisation is valid for a period of 18 months and any buy-backs must be carried out in the manner established by law and at a price which is within 10% of the reference price published by Borsa Italiana on the date prior to the purchase, with the exception of shares purchased from shareholders exercising their right of withdrawal in relation to which the price established under article 2437-ter of the Italian civil code shall apply.

Other comprehensive income

The amount of Other comprehensive income can be analysed as follows:

(€ million)	3rd Quarter 2012	3rd Quarter 2011	01/01-30/09 2012	01/01-30/09 2011 (*)
Gains/(Losses) on cash flow hedging instruments arising during the period	7	(98)	22	(45)
Gains/(Losses) on cash flow hedging instruments reclassified to profit or loss	37	45	71	8
Gains/(Losses) on cash flow hedging instruments	**44**	**(53)**	**93**	**(37)**
Gains/(losses) on available-for-sale financial assets arising during the period	-	(53)	15	(54)
Gains/(losses) on available-for-sale financial assets reclassified to profit or loss	-	-	-	-
Gains/(Losses) on the remeasurement of available-for-sale financial assets	**-**	**(53)**	**15**	**(54)**
Exchange gains/(losses) on translating foreign operations arising during the period	(259)	229	(96)	113
Exchange gains/(losses) on translating foreign operations reclassified to profit or loss	-	-	-	-
Exchange gains/(losses) on translating foreign operations	**(259)**	**229**	**(96)**	**113**
Share of Other comprehensive income of entities accounted for using the equity method arising during the period	(8)	(9)	18	(66)
Share of Other comprehensive income of entities accounted for using the equity method reclassified to profit or loss	1	(9)	17	(26)
Share of Other comprehensive income of entities accounted for using the equity method	**(7)**	**(18)**	**35**	**(92)**
Tax effect of the other components of Other comprehensive income	**(13)**	**7**	**(14)**	**(3)**
Total Other comprehensive income, net of tax	**(235)**	**112**	**33**	**(73)**

(*) Amounts reported for the first nine months of 2011 include the consolidation of Chrysler from 1 June 2011.

The increase in gains recognized directly in the financial assets available-for-sale fair value adjustment reserve is due to an increase in the fair value of the assets to which it relates.

The tax effect relating to Other comprehensive income can be analysed as follows:

	3rd Quarter 2012			3rd Quarter 2011		
(€ million)	Pre-tax balance	Tax income (expense)	Net balance	Pre-tax balance	Tax income (expense)	Net balance
Gains/(losses) on cash flow hedging instruments	44	(13)	31	(53)	7	(46)
Gains/(losses) on the remeasurement of available-for-sale financial assets	-	-	-	(53)	-	(53)
Exchange gains/(losses) on translating foreign operations	(259)	-	(259)	229	-	229
Share of Other comprehensive income of entities accounted for using the equity method	(7)	-	(7)	(18)	-	(18)
Total Other comprehensive income	**(222)**	**(13)**	**(235)**	**105**	**7**	**112**

	01/01-30/09 2012			01/01-30/09 2011		
(€ million)	Pre-tax balance	Tax income (expense)	Net balance	Pre-tax balance	Tax income (expense)	Net balance
Gains/(losses) on cash flow hedging instruments	93	(14)	79	(37)	(4)	(41)
Gains/(losses) on the remeasurement of available-for-sale financial assets	15	-	15	(54)	1	(53)
Exchange gains/(losses) on translating foreign operations	(96)	-	(96)	113	-	113
Share of Other comprehensive income of entities accounted for using the equity method	35	-	35	(92)	-	(92)
Total Other comprehensive income	**47**	**(14)**	**33**	**(70)**	**(3)**	**(73)**

23. Provisions

(€ million)	At 30 September 2012	At 31 December 2011
Employee benefits	6,746	7,026
Other provisions:		
Warranty provision	3,616	3,530
Restructuring provision	242	340
Investment provision	13	24
Other risks	4,815	4,704
Total Other provisions	8,686	8,598
Total Provisions	**15,432**	**15,624**

Provisions for Employee benefits include provisions for both pension plans and other post-employment benefits.

Reserves for risks and charges and other reserves amount to €8,686 million at 30 September 2012 (€8,598 million at 31 December 2011) and include provisions for contractual, commercial and legal risks.

24. Debt

(€ million)	At 30 September 2012	At 31 December 2011
Asset-backed financing	280	710
Other debt:		
Bonds	12,151	11,684
Borrowings from banks	7,683	7,583
Payables represented by securities	4,905	4,957
Other	1,799	1,838
Total Other debt	26,538	26,062
Total Debt	**26,818**	**26,772**

Debt increased by €46 million over the nine months ended at 30 September 2012. At 30 September 2012 Debt includes €10,507 million (€10,537 million at 31 December 2011) of Chrysler debt.

At 30 September 2012 debt secured by assets of the Fiat Group excluding Chrysler amounts to €378 million (€372 million at 31 December 2011), and includes €277 million (€281 million at 31 December 2011) due to creditors for assets acquired under finance leases.

At 30 September 2012 debt secured by assets of Chrysler amounts to €5,676 million (€5,751 million at 31 December 2011), and includes €4,766 million (€4,780 million at 31 December 2011) relating to the principal amount of the Secured Senior Notes and the Senior Secured Credit Facility (the "Tranche B Term Loan" and the "Revolving Credit Facility", which at 30 September 2012 was undrawn), €192 million (€205 million at 31 December 2011) was due to creditors for assets acquired under finance leases and other debt and financial commitments for €718 million (€766 million at 31 December 2011).

Bonds

The principal bond issues outstanding at 30 September 2012 are as follows:

	Currency	Face value of outstanding bonds (in million)	Coupon	Maturity	Outstanding amount (€ million)
Global Medium Term Notes:					
Fiat Finance and Trade Ltd S.A. (1)	EUR	200	5.750%	18 December 2012	200
Fiat Finance and Trade Ltd S.A. (1)	EUR	900	6.125%	8 July 2014	900
Fiat Finance and Trade Ltd S.A. (1)	EUR	1,250	7.625%	15 September 2014	1,250
Fiat Finance and Trade Ltd S.A. (1)	EUR	1,500	6.875%	13 February 2015	1,500
Fiat Finance and Trade Ltd S.A. (2)	CHF	425	5.000%	7 September 2015	351
Fiat Finance and Trade Ltd S.A. (1)	EUR	1,000	6.375%	1 April 2016	1,000
Fiat Finance and Trade Ltd S.A. (1)	EUR	600	7.750%	17 October 2016	600
Fiat Finance and Trade Ltd S.A. (1)	EUR	850	7.000%	23 March 2017	850
Fiat Finance North America Inc. (1)	EUR	1,000	5.625%	12 June 2017	1,000
Fiat Finance and Trade Ltd S.A. (1)	EUR	600	7.375%	9 July 2018	600
Other (3)					7
Total Global Medium Term Notes					**8,258**
Other bonds:					
Fiat Finance and Trade Ltd S.A. (1)	EUR	1,000	6.625%	15 February 2013	1,000
Chrysler Group LLC (Senior Secured Notes) (4)	USD	1,500	8.000%	15 June 2019	1,160
Chrysler Group LLC (Senior Secured Notes) (4)	USD	1,700	8.250%	15 June 2021	1,315
Total Other bonds					**3,475**
Hedging effect and amortised cost valuation					**418**
Total Bonds					**12,151**

(1) Bond for which a listing on the Irish Stock Exchange was obtained.
(2) Bond for which a listing on the SIX Swiss Exchange was obtained.
(3) Bonds with amounts outstanding equal to or less than the equivalent of €50 million.
(4) The Secured Senior Notes were issued at par on 24 May 2011 and initially sold in a private placement to qualified institutional buyers and non-US persons as defined by US Securities Act. On 29 December 2011, in accordance with the indenture, Chrysler commenced an offer to exchange the Secured Senior Notes outstanding for notes having substantially identical terms as those originally issued and the same principal amount but will not contain restrictions on transfer. The offer to exchange the Secured Senior Notes expired on 1 February 2012. Substantially all of the Notes were tendered for Secured Senior Notes.

Changes in Bonds during the first nine months of 2012 are mainly due to:

- the issue by Fiat Finance and Trade Ltd S.A. as part of the Global Medium Term Notes Programme of guaranteed 5.00% notes at par having a principal of CHF 425 million and due September 2015;
- the issue by Fiat Finance and Trade Ltd S.A. as part of the Global Medium Term Notes Programme of guaranteed 7.00% notes at par having a principal of €850 million and due March 2017;
- the issue by Fiat Finance and Trade Ltd S.A. as part of the Global Medium Term Notes Programme of guaranteed 7.75% notes at par having a principal of €600 million and due October 2016;
- the repayment on maturity of a bond having a nominal value of €1,250 million issued by Fiat Finance and Trade Ltd S.A. in 2009 as part of the Global Medium Term Notes Programme.

The bonds issued by Fiat and Chrysler are subject to different terms and conditions, which vary by issuer and, in some cases, by individual issuance. Further information about these bonds is included in Note 28 to the Consolidated Financial Statements at 31 December 2011. The prospectuses and offering circulars, or their abstracts, relating to the principal bond issues are available on the Group’s website at www.fiatspa.com under “Investor Relations – Financial Reports” and at www.chryslergroupllc.com under “Investor Relations – SEC filings”. These documents are unaudited.

Chrysler remains separate from the rest of the Fiat Group from a financial management standpoint and manages its own treasury services, obtaining funding from the market and managing cash directly.

Fiat intends to repay the bonds issued by Fiat Finance and Trade Ltd S.A. and by Fiat Finance North America Inc. in cash at maturity by utilising available liquid resources. In addition, the companies in the Fiat Group may from time to time buy back bonds on the market that have been issued by the Group, also for purposes of their cancellation. Such buybacks, if made, depend upon market conditions, the financial situation of the Group and other factors which could affect such decisions. Chrysler may at any time redeem all or any portion of the Secured Senior Notes on not less than

30 and not more than 60 days' prior notice mailed to the holders of the Notes to be redeemed at conditions indicated in Note 28 to the Consolidated Financial Statements at 31 December 2011.

Borrowings from banks

At 30 September 2012, the item Borrowings from banks includes €2,317 million (€2,333 million at 31 December 2011) for a $3 billion term loan ("Tranche B Term Loan") that is repayable in quarterly instalments of principal in the amount of $7.5 million, with the remaining balance of $2,827.5 million due in May 2017.

Medium/Long term committed credit lines (expiring after twelve months) currently available to the treasury companies of Fiat Group excluding Chrysler amount to approximately €2.7 billion at 30 September 2012, of which €2 billion were undrawn. This amount does not include committed credit lines available to fund scheduled investments of the Fiat Group excluding Chrysler operating entities with residual expiry after twelve months, of which €0.2 billion was still undrawn at 30 September 2012. Further information on the Medium/Long term committed credit lines is included in Note 28 to the Consolidated Financial Statements at 31 December 2011.

At 30 September 2012, Chrysler has a secured revolving credit facility (the "Revolving Credit Facility") amounting to approximately €1 billion ($1.3 billion), which matures in May 2016 and remains fully undrawn.

Payables represented by securities

At 30 September 2012, the Payables represented by securities includes the VEBA Trust Note of €3,856 million (€3,908 million at 31 December 2011), and the Canadian Health Care Trust Notes totalling €870 million (€820 million at 31 December 2011). Further information on this debt is included in Note 28 to the Consolidated Financial Statements at 31 December 2011.

25. Trade payables

Trade payables of €16,879 million at 30 September 2012 increased €461 million over 31 December 2011.

26. Other current liabilities

At 30 September 2012, Other current liabilities included €1,723 million of amounts payable to customers relating to buy-back agreements (€1,681 million at 31 December 2011) and accrued expenses and deferred income of €1,975 million (€1,737 million at 31 December 2011).

27. Explanatory notes to the Consolidated Statement of Cash Flows

The Statement of cash flows sets out changes in cash and cash equivalents during the year. As required by IAS 7 – *Statement of Cash Flows*, cash flows are separated into operating, investing and financing activities. The effects of changes in exchange rates on cash and cash equivalents are shown separately under the line item Translation exchange differences.

Cash flows from (used in) operating activities derive mainly from the Group's main revenue producing activities.

For the first nine months of 2012, Other non-cash items (negative for €32 million) consist of the reversal of non-cash profit and loss items, including the €30 million gain arising on the fair value measurement of the equity swaps on Fiat S.p.A. and Fiat Industrial S.p.A. ordinary shares.

For the first nine months of 2011, Other non-cash items (negative for €1,140 million) consisted of the reversal of the following non-cash profit and loss items:

- unusual income totalling €2,017 million arising from remeasurement of the 30% interest previously held in Chrysler and Fiat's right to receive an additional 5% on the occurrence of the final Performance Event, which was announced in early 2012;

- unusual non-cash expenses totalling €772 million (of which €220 million related to Chrysler);
- the €115 million loss arising on the fair value measurement of the equity swaps on Fiat S.p.A. and Fiat Industrial S.p.A. ordinary shares.

The cash flows generated by the sale of vehicles under buy-back commitments, net of the amounts included in Profit/(loss) for the year, are included under operating activities in a single line item which includes changes in working capital.

Cash flows generated by operating lease arrangements are included in operating activities in a single line item which includes capital expenditures, depreciation, impairment losses and changes in inventories.

For the first nine months of 2011, Cash and cash equivalents from the consolidation of Chrysler, net of the consideration paid for the acquisition of additional 16% ownership interest, consisted of the cash and cash equivalents arising from the consolidation of Chrysler at the acquisition date, amounting to €6,505 million, net of the consideration paid for the acquisition of the additional 16% ownership interest, amounting to €881 million ($1,268 million).

Finally, following occurrence of the Ecological Event, the rights associated with Fiat's Class B Membership Interests increased from 30% to 35% in January 2012 without the payment of cash: these transactions were therefore not included in the Statement of cash flows for the first nine months of 2012. Similarly, in the first nine months of 2011 following the occurrence of the Technology Event and the Distribution Event, the rights associated with Fiat's Class B Membership Interests increased from 20% to 25% in January 2011 and from 25% to 30% in April 2011 without the payment of cash: these transactions were not included in the Statement of cash flows for the first nine months of 2011. In the third quarter of 2011, the purchase of the additional 6.031% and 1.508% fully-diluted ownership interest in Chrysler from the U.S. Treasury and by the Canadian government, respectively at a price of $500 million and $125 million (€351 million and €87 million), had been classified under the item (Purchase)/sale of ownership interests in subsidiaries.

28. Guarantees granted, commitments and other contingent liabilities

Guarantees granted

At 30 September 2012, the Group had outstanding guarantees on the debt or commitments of third or related parties totalling €94 million (€70 million at 31 December 2011).

Other commitments and significant contractual rights

The Fiat Group has important commitments and rights derived from outstanding agreements. These commitments and rights are described in Note 32 of the Consolidated Financial Statements at 31 December 2011, to which reference should be made, insofar as no changes occurred in the first nine months of 2012. In particular, these involve commitments and rights regarding:

- relations of Fiat with Renault concerning the subsidiary Teksid;
- investment of Fiat in Chrysler Group LLC;
- relations of Fiat with General Motors concerning the joint venture VM Motori S.p.A.

Lawsuits and controversies

The Parent Company and certain subsidiaries, including Chrysler, are party to various lawsuits and controversies. Nevertheless, it is believed that the resolution of these controversies will not cause significant liabilities for which specific risk provisions have not already been set aside.

Sales of receivables

The Group has discounted receivables and bills without recourse having due dates beyond 30 September 2012 amounting to €3,108 million (€3,858 million at 31 December 2011, with due dates beyond that date), which include trade receivables and other receivables for €2,352 million (€3,031 million at 31 December 2011) and financial receivables for €756 million (€827 million at 31 December 2011). The amount includes receivables, mostly due from the sales network, of €1,977 million (€2,495 million at 31 December 2011) sold to jointly controlled financial services companies (FGA Capital).

29. Information by sector

As a result of the acquisition of the majority ownership of Chrysler group and consistent with the objective of enhancing the operational integration of Fiat and Chrysler, and as already announced, Fiat has undertaken significant organizational changes that became effective from 1 September 2011. The new organization of the Mass-market Brands is based on four operating regions (the “regions”) that deal with the development, production and sale of “mass-market brands” passenger cars, light commercial vehicles and related parts and services in specific geographical areas: NAFTA (U.S., Canada and Mexico), LATAM (South and Central America, excluding Mexico), APAC (Asia and Pacific countries) and EMEA (Europe, Middle East and Africa). In addition, there are two further operating segments, the first of which designs, manufactures and sells luxury and performance cars (Ferrari and Maserati) and the other that produces and sells components and production systems for the automotive industry (Magneti Marelli, Teksid and Comau). Both segments operate on a worldwide basis.

Under the Group’s new organization, these regions and operating segments reflect the elements of the Group that are regularly reviewed by the Group’s Chief Executive Officer together with the Group Executive Council for making strategic decisions, allocating resources and assessing performance. The Group Executive Council was formed on 1 September 2011 and includes the senior operating and corporate leadership of Fiat and Chrysler.

Based on the new structure of the Group, starting from 2012, the operations of the mass-market brands, which were previously reported under the sectors Fiat Group Automobiles, Fiat Powertrain and Chrysler, are now attributed to the four regions as described above. The Luxury and Performance Brands, as well as the Components and Production Systems sectors are reported under two groupings based on their similarities and relative size. The figures for the third quarter and first nine months of 2011 presented for comparative purposes have been restated accordingly.

In more details, the regions and the operating segments identified by the Group are the following:

- NAFTA primarily earns its revenues from the design, development, production, distribution and sale of automobiles under the Dodge, Jeep, Ram and Chrysler and Fiat brand names, and from sales of the related parts and accessories (under the Mopar brand name) in the United States, Canada and Mexico.
- LATAM mainly earns its revenues from the production and sale of passenger cars and light commercial vehicles and related spare parts under the Fiat and Fiat Professional brand names in South and Central America, excluding Mexico, and from the distribution of Chrysler group brand cars in the same region; in addition, it provides financial services to the dealer network in Brazil and Argentina, and to the dealer network and end customers of Fiat Industrial group for the sale of trucks and commercial vehicles in the same countries.
- APAC mainly earns its revenues from the sale of cars, engines and transmissions and related spare parts under the Chrysler group and Fiat brands mostly in China, Japan, Australia and India. These activities are carried out by the region through both subsidiaries and joint ventures.
- EMEA earns its revenues from the design, development, production and sale of passenger cars and light commercial vehicles under the Fiat, Alfa Romeo, Lancia/Chrysler, Abarth and Fiat Professional brand names and the sale of the related spare parts in Europe, Middle East and Africa, and from the distribution of Chrysler group brand vehicles in the same areas. In addition, the region provides financial services related to the sale of cars and light commercial vehicles in Europe, primarily through the 50/50 joint venture FGA Capital set up with the Crédit Agricole group included within associates consolidated with the equity method.

- The Luxury and Performance Brands grouping (Ferrari and Maserati sectors) earns its revenues from the production and sale of luxury sport cars under the Ferrari and Maserati brands, from managing the Ferrari racing team and from providing financial services offered in conjunction with the sale of Ferrari brand cars.
- The Components and Production Systems (Magneti Marelli, Teksid and Comau) grouping earns its revenues from the production and sale of lighting components, engine control units, suspensions, shock absorbers, electronic systems, and exhaust systems and from activities in the plastic moulding components and in the after-market carried out under the Magneti Marelli brand name, cast iron components for engines, gearboxes, transmissions and suspension systems, and aluminium cylinder heads (Teksid), in addition to the design and production of industrial automation systems and related products for the automotive sector (Comau).

As stated in the Section Format of the financial statements, in addition to assessing the performance of its operating segments on the basis of Trading profit, beginning 2012, the Group also began assessing performance on the basis of Earnings before Interest and Taxes (EBIT) and has decided to report it as a separate line item in the income statement in place of Operating profit. The comparative amounts have been restated accordingly. EBIT consists of Trading profit/(loss), Result from investments, and other income/(expense) classified as unusual and was deemed more appropriate than Operating profit as an indicator of performance for the Group and its operating segments, as it also takes into account the Result from investments. Trading profit, on the other hand, which remains unchanged, reflects the result from normal operating activities before taking account of the Result from investments and unusual items such as Gains/(losses) on the disposal of investments, Restructuring costs and other income/(expense) classified as unusual.

Transactions among regions generally are presented on a “where-sold” basis, which reflects the profit/(loss) on the ultimate sale to the external customer sale within the region. This presentation generally eliminates the effect of the legal entity transfer price within the regions. For the regions which also provide financial services activities, revenues and costs also include interest income and expense and other financial income and expense arising from those activities.

Revenues, Trading profit/(loss) and EBIT of the other operating segments are those directly generated by or attributable to the segment as the result of its usual business activities and include revenues from transactions with third parties as well as those arising from transactions with regions and other operating segments, recognised at normal market prices. For Luxury and Performance Brands segment which also provides financial services activities, revenues and costs include interest income and expense, and other financial income and expense arising from those activities.

Other activities include the result of the activities and businesses that are not an operating segment under IFRS 8, the Unallocated items and adjustments include consolidation adjustments and eliminations in addition to financial income and expense and income taxes that are not attributable to the performance of the segments and are subject to separate assessment by the Chief Executive Officer. However Chrysler currently has, and is expected to continue to have, separate fiscal and treasury management, including funding and cash management.

Starting from 2012, operating assets are no longer included in the data reviewed by the Chief Executive Officer, consequently, as permitted by IFRS 8, the related information is not provided.

Details of the income statement by segments in the third quarter of 2012 and 2011 are as follows:

(€ million)	Car Mass-Market brands: NAFTA	LATAM	APAC	EMEA	Performance and Luxury Brands	Components and Production Systems	Other activities	Unallocated items & adjustments	Fiat Group	Of which: Fiat Group excluding Chrysler
3rd Quarter 2012										
Segment revenues	10,759	2,955	830	3,820	667	1,951	232	(777)	**20,437**	**8,490**
Revenues from transactions with regions and other operating segments	(1)	(13)	1	(123)	(5)	(527)	(109)	777	**-**	(213)
Revenues from external customers	**10,758**	**2,942**	**831**	**3,697**	**662**	**1,424**	**123**	**-**	**20,437**	**8,277**
Trading profit/(loss)	**660**	**341**	**73**	**(238)**	**89**	**39**	**(21)**	**8**	**951**	**105**
Profit/(loss) from investments	-	-	1	43	-	(1)	(39)	1	**5**	6
Unusual income/(expense)	4	(31)	-	(24)	-	-	(1)	(24)	**(76)**	(50)
EBIT	**664**	**310**	**74**	**(219)**	**89**	**38**	**(61)**	**(15)**	**880**	**61**
Financial income/(expense)									**(399)**	(190)
Profit/(loss) before taxes									**481**	**(129)**
Income taxes									**195**	152
Profit/(loss) for the period									**286**	**(281)**

(€ million)	Car Mass-Market brands: NAFTA	LATAM	APAC	EMEA	Performance and Luxury Brands	Components and Production Systems	Other activities	Unallocated items & adjustments	Fiat Group	Of which: Fiat Group excluding Chrysler
3rd Quarter 2011										
Segment revenues	7,772	2,853	599	4,383	640	1,959	261	(915)	**17,552**	**8,813**
Revenues from transactions with regions and other operating segments	-	(15)	(1)	(174)	(2)	(610)	(113)	915	**-**	(109)
Revenues from external customers	**7,772**	**2,838**	**598**	**4,209**	**638**	**1,349**	**148**	**-**	**17,552**	**8,704**
Trading profit/(loss)	**395**	**397**	**37**	**(116)**	**87**	**59**	**(10)**	**2**	**851**	**295**
Profit/(loss) from investments	6	-	(17)	40	-	(1)	1	2	**31**	25
Unusual income/(expense)	2	-	-	(60)	-	-	1	-	**(57)**	(60)
EBIT	**403**	**397**	**20**	**(136)**	**87**	**58**	**(8)**	**4**	**825**	**260**
Financial income/(expense)									**(543)**	(334)
Profit/(loss) before taxes									**282**	**(74)**
Income taxes									**170**	136
Profit/(loss) for the period									**112**	**(210)**

Details of the income statement by segments in the first nine months of 2012 and 2011 are as follows:

(€ million)	Car Mass-Market brands NAFTA	LATAM	APAC	EMEA	Performance and Luxury Brands	Components and Production Systems	Other activities	Unallocated items & adjustments	Fiat Group	Of which: Fiat Group excluding Chrysler
01/01-30/09 2012										
Segment revenues	32,113	8,166	2,307	13,248	2,105	5,988	712	(2,457)	**62,182**	**26,415**
Revenues from transactions with regions and other operating segments	(2)	(56)	(1)	(332)	(8)	(1,740)	(318)	2,457	-	(586)
Revenues from external customers	**32,111**	**8,110**	**2,306**	**12,916**	**2,097**	**4,248**	**394**	**-**	**62,182**	**25,829**
Trading profit/(loss)	**2,047**	**814**	**214**	**(583)**	**264**	**122**	**(50)**	**(1)**	**2,827**	**243**
Profit/(loss) from investments	-	-	5	124	-	2	(58)	2	**75**	76
Unusual income/(expense)	42	(31)	-	(114)	-	(3)	(1)	(25)	**(132)**	(144)
EBIT	**2,089**	**783**	**219**	**(573)**	**264**	**121**	**(109)**	**(24)**	**2,770**	**175**
Financial income/(expense)									**(1,237)**	(612)
Profit/(loss) before taxes									**1,533**	**(437)**
Income taxes									**510**	363
Profit/(loss) for the period									**1,023**	**(800)**

(€ million)	Car Mass-Market brands NAFTA	LATAM	APAC	EMEA	Performance and Luxury Brands	Components and Production Systems	Other activities	Unallocated items & adjustments	Fiat Group	Of which: Fiat Group excluding Chrysler
01/01-30/09 2011 (*)										
Segment revenues	10,668	7,813	933	14,549	1,948	6,060	785	(2,841)	**39,915**	**28,013**
Revenues from transactions with regions and other operating segments	(3)	(46)	(2)	(460)	(10)	(1,998)	(322)	2,841	-	(156)
Revenues from external customers	**10,665**	**7,767**	**931**	**14,089**	**1,938**	**4,062**	**463**	**-**	**39,915**	**27,857**
Trading profit/(loss)	**505**	**1,026**	**46**	**(332)**	**239**	**162**	**(32)**	**13**	**1,627**	**921**
Profit/(loss) from investments	6	-	(28)	113	-	(13)	(1)	2	**79**	73
Unusual income/(expense)	-	(25)	-	(433)	-	(301)	(23)	1,783 (**)	**1,001**	1,221
EBIT	**511**	**1,001**	**18**	**(652)**	**239**	**(152)**	**(56)**	**1,798**	**2,707**	**2,215**
Financial income/(expense)									**(911)**	(632)
Profit/(loss) before taxes									**1,796**	**1,583**
Income taxes									**410**	376
Profit/(loss) for the period									**1,386**	**1,207**

(*) Amounts reported for the first nine months 2011 include the consolidation of Chrysler from 1 June 2011.
(**) Includes €2,017 million unusual income from measurement of the stake in Chrysler upon acquisition date, net of the related revaluation of Chrysler's inventories of €220 million which was recognized in the income statement in June.

Unallocated items, and in particular financial income /(expenses), are not attributed to the regions and operating segments as they do not fall under the scope of their operational responsibilities and are therefore assessed separately. These items arise from the management of treasury assets and liabilities by the treasuries of Fiat and Chrysler, which work independently and separately within the Group. The Group's treasury assets and liabilities are as follows, as also reported in the Interim Report:

		At 30 September 2012			At 31 December 2011		
(€ million)	Notes	Fiat Group with Chrysler	Chrysler	Fiat Group excluding Chrysler	Fiat Group with Chrysler	Chrysler	Fiat Group excluding Chrysler
Debt:	(24)	(26,818)	(10,507)	(16,320)	(26,772)	(10,537)	(16,245)
Asset-backed financing	(24)	(280)	-	(280)	(710)	(31)	(679)
Other debt	(24)	(26,538)	(10,507)	(16,040)	(26,062)	(10,506)	(15,566)
Current financial receivables from jointly-controlled financial services companies (a)		59	-	59	21	-	21
Intersegment financial receivables (b)		-	9	-	-	10	-
Debt, net of current financial receivables from jointly-controlled financial services companies		**(26,759)**	**(10,498)**	**(16,261)**	**(26,751)**	**(10,527)**	**(16,224)**
Other financial assets (c)	(19)	473	77	396	557	127	430
Other financial liabilities (c)	(19)	(263)	(62)	(201)	(429)	(100)	(329)
Current securities	(18)	209	-	209	199	-	199
Cash and cash equivalents	(20)	16,851	9,240	7,611	17,526	7,420	10,106
Net debt		**(9,489)**	**(1,243)**	**(8,246)**	**(8,898)**	**(3,080)**	**(5,818)**
Industrial Activities		*(6,694)*	*(1,243)*	*(5,451)*	*(5,529)*	*(3,080)*	*(2,449)*
Financial Services		*(2,795)*	*-*	*(2,795)*	*(3,369)*	*-*	*(3,369)*
Cash, cash equivalents and current securities		17,060	9,240	7,820	17,725	7,420	10,305
Undrawn committed credit lines	(24)	2,955	1,005	1,950	2,955	1,005	1,950
Total available liquidity		**20,015**	**10,245**	**9,770**	**20,680**	**8,425**	**12,255**

(a) Includes current financial receivables from FGA Capital.
(b) Includes the value of intercompany agreements recognized as finance leases (IFRIC 4).
(c) Includes fair value of derivative financial instruments.

30. Translation of financial statements denominated in a currency other than the euros

The principal exchange rates used to translate into Euros the financial statements prepared in currencies other than Euros were as follows:

	01/01-30/09 2012		At 31 December 2011	01/01-30/09 2011	
	Average	At 30 September		Average	At 30 September
US Dollar	1.281	1.293	1.294	1.406	1.350
Pound Sterling	0.812	0.798	0.835	0.871	0.867
Swiss Franc	1.204	1.210	1.216	1.234	1.217
Polish Zloty	4.209	4.104	4.458	4.021	4.405
Brazilian Real	2.455	2.623	2.416	2.294	2.507
Argentine Peso	5.713	6.061	5.561	5.744	5.677
Serbian Dinar	112.846	114.599	104.858	101.916	100.989

31. Other information

During the first nine months of 2012, Fiat Group had an average number of employees of 202,858 (194,935 employees during the first nine months of 2011) , whom 142,783 (139,900 employees during the first nine months of 2011) work for the Fiat Group excluding Chrysler and 60,075 (55,035 employees during the period June-September 2011) work for Chrysler.

Pursuant to Articles 70 (8) and 71 (1-bis) of the Consob Issuer Regulations, the Board of Directors approved the opt-out from the obligation to publish an information document for significant transactions (e.g., significant mergers, spin-offs, share capital increases by means of in-kind contributions of assets, acquisitions and disposals).

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The manager responsible for preparing the Company's financial reports, Richard Palmer, declares, pursuant to Article 154-bis (2) of Legislative Decree 58/98, that the accounting information contained in this document corresponds to the results documented in the books, accounting and other records of the company.