FIAT GROUP REPORTS THIRD QUARTER REVENUES AT €20.7 BILLION AND TRADING PROFIT ABOVE €0.8 BILLION, IMPACTED BY UNFAVORABLE CURRENCY TRANSLATION AND LOWER OPERATING PERFORMANCE IN THE AMERICAS. GROUP NET INCOME WAS €189 MILLION, UP FROM €171 MILLION LAST YEAR AND LIQUIDITY REMAINS IN EXCESS OF €20 BILLION. GUIDANCE UPDATED.

PRESS RELEASE

Q3 2013

- Worldwide shipments for mass-market car brands totaled nearly 1 million units, in line with the prior year, with a significant increase in APAC (+73%), a reversal in trend in EMEA, up 4%, and stable volumes in NAFTA. LATAM was down 13% compared to a strong Q3 2012, which had benefited from the introduction of sales tax incentives in Brazil late in Q2 2012.
- Revenues of €20.7 billion were up 1.4% in nominal terms but 8% at constant exchange rates, with top line growth for NAFTA, APAC and EMEA offsetting the reduction in LATAM. Luxury brands posted a strong year-over-year increase, with Maserati more than doubling over the prior year.
- Trading profit totaled €816 million, down from €901 million in Q3 2012 (IAS 19 restated) mainly due to €80 million in unfavorable currency translation impacts, net of which Group trading profit was in line with the prior year. EMEA reduced losses by €73 million to €165 million, and APAC and Luxury Brands posted strong year-over-year increases of 32% and 47% respectively, while NAFTA was down 13%, impacted by higher industrial costs, including those associated with the delay in commencement of shipments of the new Jeep Cherokee to the fourth quarter, and negative currency translation differences. LATAM decreased 52% (-42% at constant exchange rates) on the back of lower volumes, compared with a peak in Q3 2012 which benefited from the recent introduction of higher sales tax incentives in Brazil, and a less favorable production mix.
- Net profit was €189 million up from €171 million for Q3 2012 (IAS 19 restated).
- Net industrial debt increased to €8.3 billion (€6.7 billion at end Q2), reflecting seasonal cash absorption in line with Q3 2012, net of equity investments.
- Total available liquidity was €20.1 billion, down €0.8 billion over Q2, due in equal measure to operating-related cash absorption, net of new financing, and unfavorable currency translation effects.
- Guidance for 2013 updated as follows: revenues of about €88 billion (from the €88 - €92 billion range, or €84 - €88 billion range at current exchange rates); trading profit in the €3.5 - €3.8 billion range (from the €4.0 - €4.5 billion range, or €3.7 - €4.2 billion range at current exchange rates); net profit in the €0.9 - €1.2 billion range (from the €1.2 - €1.5 billion range or €1.0 - €1.3 billion range at current exchange rates); net industrial debt in the €7.0 - €7.5 billion range (from ~€7.0 billion, which did not include the ~€0.2 billion negative impact from Q3 equity investments net of exchange rates).

FIAT GROUP
Highlights

1.01-30.09				3rd Quarter		
2013	*2012(*)*	*Change*	*(€ million)*	*2013*	*2012(*)*	*Change*
3,168	3,125	43	Shipments: mass-market brands (000s)	996	1,004	-8
62,815	62,182	633	Net revenues	20,733	20,437	296
2,463	2,654	-191	Trading profit	816	901	-85
2,516	2,597	-81	EBIT	856	830	26
5,862	5,702	160	EBITDA (1)	2,009	1,860	149
1,082	1,182	-100	Profit before taxes	367	366	1
655	672	-17	Net profit/(loss)	189	171	18
691	804	-113	Net profit/(loss) ex-unusuals	190	247	-57
0.036	0.031	-	EPS (€)	(0.013)	(0.024)	-
0.072	0.143	-	EPS ex-unusuals (€)	(0.009)	0.030	-
8,307	6,545(3)	1,762	Net industrial debt	8,307	6,711(2)	1,596
20,139	20,848(3)	-709	Total available liquidity	20,139	20,963(2)	-824

(*) Restated for adoption of IAS 19 as amended: Trading Profit/EBIT reduced by €50 million in Q3 (€173 million for the nine months to September), Profit before Taxes/Net Profit reduced by €115 million in Q3 (€351 million for the nine months to September).
(1) EBIT plus Depreciation and Amortization.
(2) At 30 June 2013.
(3) At 31 December 2012.

Group **revenues** were €20.7 billion for the third quarter of 2013, representing a 1.4% increase over the prior year or 8% at constant exchange rates (CER). NAFTA revenues were up 2% to €11 billion (CER +8%). LATAM reported revenues of €2.4 billion, down 17% in nominal terms but only 3% at constant exchange rates, against a peak in Q3 2012 attributable to sales tax incentives in Brazil. APAC was up 45% to €1.2 billion, driven by strong volume performance. For EMEA, revenues were up 1% to €3.9 billion (CER +3%) on the back of 4% volume growth, representing the first quarterly increase since Q1 2010. For Luxury brands, revenues were up 38% to over €0.9 billion, with Maserati contributing €0.4 billion. For Components, revenues were down 4% to €1.9 billion.

Trading profit totaled €816 million for the quarter (€901 million for Q3 2012, IAS 19 restated). NAFTA reported a trading profit of €535 million (€614 million for Q3 2012, IAS 19 restated), with positive volume and pricing more than offset by higher industrial costs, in addition to negative currency translation impacts (~€30 million). LATAM posted a trading profit of €165 million (€341 million for Q3 2012), primarily due to lower volumes, a less favorable production mix, net input cost inflation and negative currency translation impacts (~€30 million). APAC posted a trading profit of €96 million, up 32% over Q3 2012 (CER +43%), driven by strong volumes, partially offset by an increase in industrial and SG&A expenses to support the growth in the region. EMEA reduced the trading loss by €73 million or 31% to €165 million on the back of a more favorable product mix, moderate volume growth and cost containment actions. Luxury brands contributed €131 million, an increase of 47% with Ferrari up 16% and Maserati more than triple the prior year's level. For Components, trading profit was in line with the prior year at €38 million.

EBIT totaled €856 million for the quarter (€830 million for Q3 2012, IAS 19 restated), with the decrease in trading profit more than offset by lower net unusual expenses and an improved result from investments. NAFTA was down 13% to €536 million and APAC up 30% to €96 million. LATAM was €169 million, compared with €310 million in Q3 2012, which included €31 million in unusual charges. EMEA reduced losses by €100 million to €119 million (Q3 2012 included €24 million in unusual charges). EBIT for Luxury brands totaled €131 million (€89 million for Q3 2012) and for Components €37 million (in line with Q3 2012).

Net financial expense totaled €489 million (€464 million in Q3 2012, IAS 19 restated). Net of the positive contribution from the marking-to-market of the Fiat stock option-related equity swaps (€24 million gain in Q3 2013 versus a €1 million gain in Q3 2012), there was a €48 million increase over the prior year mainly attributable to a higher average debt level and exchange rate impacts.

Profit before taxes was €367 million (€366 million in Q3 2012, IAS 19 restated). The €85 million decrease in trading profit and a €25 million increase in net financial charges were offset by a €75 million decrease in net unusual charges and €36 million improvement in the result from investments.

Income taxes totaled €178 million. Excluding Chrysler, income taxes were €71 million and related primarily to taxable income of companies operating outside Italy and employment-related taxes in Italy.

Net profit was €189 million for the quarter (€171 million for Q3 2012, IAS 19 restated). There was a loss of €15 million attributable to owners of the parent (compared with a €30 million loss for Q3 2012). For Fiat excluding Chrysler, the net loss reduced by €37 million to €247 million.

Net industrial debt at 30 September 2013 was €8.3 billion, increased from €6.7 billion at June-end. For Fiat excluding Chrysler, net industrial debt was €7.1 billion, a €1.7 billion increase over June-end, reflecting seasonal cash absorption, in line with Q3 2012, and equity investments during the quarter. Cash used in operating activities, driven by the seasonal Q3 working capital swing, represented a €0.1 billion improvement over the prior year, offset by the increase in capital expenditure to €1 billion for the quarter. Chrysler reduced net industrial debt by €0.1 billion to €1.2 billion, with cash from operating activities covering capital expenditure. Although the cash generation for Chrysler was consistent with Q3 2012, it was negatively impacted by the shipment hold of the new Jeep Cherokee at quarter-end, which drove the working capital absorption of €0.4 billion, partially offsetting a €1.3 billion positive contribution from operating activities before working capital (+€0.4 billion over the prior year). Capex for Chrysler totaled €0.8 billion during the quarter.

Total available liquidity, inclusive of €3.1 billion in undrawn committed credit lines, was €20.1 billion, a €0.8 billion decrease over June-end, reflecting the €0.4 billion negative cash flow from operations, net of capex and new financing, and €0.4 billion in negative currency translation effects. For Fiat excluding Chrysler, total available liquidity was €10.7 billion (€10.9 billion at June-end) and for Chrysler the total was €9.5 billion, a reduction of €0.6 billion from June-end attributable to the impact of currency translation and the payment of debt maturities in the quarter. In July, Fiat issued a 6-year €850 million bond under the GMTN program, subsequently re-opened and increased by a further €400 million in September, in addition to increasing to €2.1 billion and successfully syndicating its revolving credit facility.

Nine months to September

Group **revenues** were €62.8 billion for the period, up 1% in nominal terms, but 5% higher at constant exchange rates. On a regional basis, revenues in NAFTA were €32.5 billion, up 1% in nominal terms (CER +4%). LATAM reported revenues of €7.8 billion, a 5% decrease year-over-year (CER +5%). APAC increased 43% to €3.3 billion. In EMEA, revenues totaled approximately €13 billion, a 2% decrease mainly reflecting volume declines in Europe during the first half. Luxury brands increased revenues by 18% to €2.5 billion, driven by Maserati. For Components, revenues totaled €5.9 billion, down 1% over the prior year in nominal terms (CER +3%).

Trading profit totaled €2,463 million for the nine months to September 2013, a €191 million decrease over the same period in 2012 (IAS 19 restated), which included ~€140 million in negative currency translation impacts. NAFTA reported a trading profit of €1,600 million, a €288 million decrease over 2012 (IAS 19 restated) driven primarily by higher industrial costs related to product launches, in addition to negative currency translation impacts. LATAM posted a trading profit of €575 million, down €239 million; net of currency translation effects (-~€70 million), the decrease was mainly attributable to an unfavorable production mix and net input cost inflation. APAC increased 38% to €295 million. In EMEA, losses were reduced by €163 million or 28% to €420 million due to continued cost discipline and some improvement in product mix. For Luxury brands, trading profit increased by 18% to €312 million and Components were up €12 million to €131 million.

EBIT was €2,516 million (€2,597 million for the nine months to September 2012, IAS 19 restated). For mass-market brands by region, NAFTA reported EBIT of €1,669 million, a 14% decrease over 2012 (IAS 19 restated) mainly reflecting lower trading profit and higher positive net unusual items. LATAM posted EBIT of €520 million (€783 million in 2012), reflecting the trading profit performance and net unusual charges related to devaluation of the Venezuelan bolivar relative to the U.S. dollar. APAC increased by 23% to €270 million. During the period, EMEA reduced losses by €269 million to €304 million (including €1 million in unusual charges, compared with €114 million in unusual charges in 2012 relating mainly to the write-down of the investment in the SevelNord JV). EBIT for Luxury brands totaled €312 million (€264 million for the nine months to September 2012) and for Components €132 million (€118 million for 2012).

Net financial expense totaled €1,434 million, an increase of €19 million over the same period in 2012. Excluding the marking-to-market of the Fiat stock option-related equity swaps (gains of €60 million for the nine months to September 2013 and €30 million for the same period 2012), net financial expense increased by €49 million, mainly due to a higher average debt level.

Profit before taxes was €1,082 million (€1,182 million for the nine months to September 2012, IAS 19 restated). The €100 million decrease reflected the €81 million decrease in EBIT and higher net financial expense.

Income taxes totaled €427 million. Excluding Chrysler, income taxes were €260 million and related primarily to the taxable income of companies operating outside Italy and employment-related taxes in Italy.

Net profit was €655 million for the nine months to September 2013 (€672 million for the same period of 2012, IAS 19 restated), of which €44 million was attributable to owners of the parent (compared with €37 million for 2012). For Fiat excluding Chrysler, the net loss was reduced by €79 million over 2012 to €729 million.

Net industrial debt at 30 September 2013 was €8.3 billion, compared with €6.5 billion at year-end 2012. Absorption for Fiat ex-Chrysler was €2.1 billion, €0.9 billion better than last year. Net industrial debt for Chrysler decreased by €0.3 billion, less than the prior year reduction as a result of negative working capital performance mainly connected to the new Jeep Cherokee shipment hold at the end of Q3. Total capital expenditure for the Group was €5.3 billion (in line with 2012), of which €2.6 billion related to Fiat excluding Chrysler (€2.1 billion for the nine months to September 2012).

FIAT GROUP
Income Statement - 3rd Quarter

(€ million)	2013 Fiat as reported (A)	2013 Fiat ex Chrysler	2012 (*) Fiat as reported (B)	2012 (*) Fiat ex Chrysler	Change (A vs B)
Net revenues	20,733	8,416	20,437	8,490	296
Trading profit	816	27	901	101	-85
EBIT	856	64	830	57	26
EBITDA (1)	2,009	615	1,860	592	149
Profit/(loss) before taxes	367	(176)	366	(132)	1
Net Profit/(loss)	189	(247)	171	(284)	18
Net Profit/(loss) ex-unusuals	190	(241)	247	(234)	-57

(*) Restated for adoption of IAS 19 as amended: Trading Profit/EBIT reduced by €50 million (€4 million for Fiat ex Chrysler), Profit before Taxes/Net Profit reduced by €115 million (€3 million higher loss for Fiat ex Chrysler).
(1) EBIT plus Depreciation and Amortization.

FIAT GROUP
Income Statement - September YTD

(€ million)	2013 Fiat as reported (A)	2013 Fiat ex Chrysler	2012 (*) Fiat as reported (B)	2012 (*) Fiat ex Chrysler	Change (A vs B)
Net revenues	62,815	26,377	62,182	26,415	633
Trading profit	2,463	177	2,654	229	-191
EBIT	2,516	219	2,597	161	-81
EBITDA (1)	5,862	1,914	5,702	1,748	160
Profit/(loss) before taxes	1,082	(469)	1,182	(445)	-100
Net Profit/(loss)	655	(729)	672	(808)	-17
Net Profit/(loss) ex-unusuals	691	(676)	804	(664)	-113

(*) Restated for adoption of IAS 19 as amended: Trading Profit/EBIT reduced by €173 million (€14 million for Fiat ex Chrysler), Profit before Taxes/Net Profit reduced by €351 million (€8 million higher loss for Fiat ex Chrysler).
(1) EBIT plus Depreciation and Amortization.

FIAT GROUP
Net Debt and Total Available Liquidity

(€ million)	30.09.2013 Fiat as reported	30.09.2013 Chrysler	30.09.2013 Fiat ex-Chrysler	30.06.2013 Fiat as reported	30.06.2013 Chrysler	30.06.2013 Fiat ex-Chrysler	31.12.2012 Fiat as reported	31.12.2012 Chrysler	31.12.2012 Fiat ex-Chrysler
Cash Maturities (Principal)	(28,027)	(9,646)	(18,381)	(27,144)	(10,087)	(17,057)	(26,727)	(10,093)	(16,634)
Bank Debt	*(8,377)*	*(2,607)*	*(5,770)*	*(8,448)*	*(2,697)*	*(5,751)*	*(8,189)*	*(2,702)*	*(5,487)*
Capital Market (1)	*(13,818)*	*(2,369)*	*(11,449)*	*(12,651)*	*(2,446)*	*(10,205)*	*(12,361)*	*(2,425)*	*(9,936)*
Other Debt (2)	*(5,832)*	*(4,670)*	*(1,162)*	*(6,045)*	*(4,944)*	*(1,101)*	*(6,177)*	*(4,966)*	*(1,211)*
Asset-backed financing (3)	(395)	-	(395)	(514)	-	(514)	(449)	-	(449)
Accruals and other adjustments (4)	(468)	(122)	(346)	(791)	(365)	(426)	(655)	(210)	(445)
Gross Debt	**(28,890)**	**(9,768)**	**(19,122)**	**(28,449)**	**(10,452)**	**(17,997)**	**(27,831)**	**(10,303)**	**(17,528)**
Cash & Marketable Securities	17,076	8,508	8,568	17,969	9,083	8,886	17,913	8,803	9,110
Derivatives Assets/(Liabilities)	409	70	339	389	106	283	318	3	315
Net Debt	**(11,405)**	**(1,190)**	**(10,215)**	**(10,091)**	**(1,263)**	**(8,828)**	**(9,600)**	**(1,497)**	**(8,103)**
Industrial Activities	***(8,307)***	***(1,190)***	***(7,117)***	***(6,711)***	***(1,263)***	***(5,448)***	***(6,545)***	***(1,497)***	***(5,048)***
Financial Services	***(3,098)***	***-***	***(3,098)***	***(3,380)***	***-***	***(3,380)***	***(3,055)***	***-***	***(3,055)***
Undrawn committed credit lines	3,063	963	2,100	2,994	994	2,000	2,935	985	1,950
Total available liquidity	**20,139**	**9,471**	**10,668**	**20,963**	**10,077**	**10,886**	**20,848**	**9,788**	**11,060**

(1) Includes bonds and other securities issued in the financial markets.
(2) Includes VEBA Notes, HCT Notes, IFRIC 4 and other non-bank financing.
(3) Advances on sale of receivable and securitization on book.
(4) 30 September 2013 Includes: adjustments for hedge accounting on financial payables for -€84 million (-€89 million as of 30 June 2013, -€111 million as of 31 December 2012), current financial receivables from jointly controlled financial service companies of €94 million (€57 million as of 30 June 2013, €58 million as of 31 December 2012) and (accrued)/unearned net financial charges for an amount of -€478 million (-€759 million as of 30 June 2013, -€602 million as of 31 December 2012).

Results by Segment

Third Quarter

FIAT GROUP
Revenues and EBIT by segment – 3rd Quarter

Revenues 2013	Revenues 2012	Revenues Change	(€ million)	EBIT [1] 2013	EBIT [1] 2012 [1]	EBIT [1] Change
10,965	10,759	206	**NAFTA** (mass-market brands)	536	618	-82
2,446	2,955	-509	**LATAM** (mass-market brands)	169	310	-141
1,205	830	375	**APAC** (mass-market brands)	96	74	22
3,860	3,820	40	**EMEA** (mass-market brands)	(119)	(219)	100
922	667	255	**Luxury and Performance Brands** (Ferrari, Maserati)	131	89	42
1,877	1,951	-74	**Components** (Magneti Marelli, Teksid, Comau)	37	36	1
216	232	-16	**Other**	(23)	(61)	38
(758)	(777)	19	**Eliminations and adj.**	29	(17)	46
20,733	**20,437**	**296**	**Total**	**856**	**830**	**26**

[1] Restated for adoption of IAS 19 as amended: EBIT reduced by €46 million for NAFTA, €2 million for Components and €2 million for Eliminations and Adjustments.

Nine months to September

FIAT GROUP
Revenues and EBIT by segment – YTD (1.01 to 30.09)

Revenues 2013	Revenues 2012	Revenues Change	(€ million)	EBIT [1] 2013	EBIT [1] 2012 [1]	EBIT [1] Change
32,474	32,113	361	**NAFTA** (mass-market brands)	1,669	1,930	-261
7,753	8,166	-413	**LATAM** (mass-market brands)	520	783	-263
3,290	2,307	983	**APAC** (mass-market brands)	270	219	51
12,990	13,248	-258	**EMEA** (mass-market brands)	(304)	(573)	269
2,491	2,105	386	**Luxury and Performance Brands** (Ferrari, Maserati)	312	264	48
5,932	5,988	-56	**Components** (Magneti Marelli, Teksid, Comau)	132	118	14
685	712	-27	**Other**	(101)	(109)	8
(2,800)	(2,457)	-343	**Eliminations and adj.**	18	(35)	53
62,815	**62,182**	**633**	**Total**	**2,516**	**2,597**	**-81**

[1] Restated for adoption of IAS 19 as amended: EBIT reduced by €159 million for NAFTA, €3 million for Components and €11 million for Eliminations and Adjustments.

MASS-MARKET BRANDS

NAFTA

Third Quarter

NAFTA
3rd Quarter

(€ million)	*2013*	*2012 (1)*	*change*
Net revenues	10,965	10,759	206
Trading profit	535	614	-79
EBIT	536	618	-82
Shipments (in 000s)	505	504	1

(1) Restated for adoption of IAS 19 as amended: Trading Profit/EBIT reduced by €46 million.

Vehicle shipments in NAFTA totaled 505,000 units for Q3 2013, flat with Q3 2012. In the U.S., vehicle shipments were 426,000 (flat with Q3 2012), in Canada 58,000 (up 11%) and 21,000 for Mexico and other. The quarter benefited from strong shipments and sales of the Ram 1500 pickup truck.

Vehicle sales[1] in NAFTA totaled 536,000 for the quarter, an increase of 6% over Q3 2012. Sales increased 8% in the U.S. to 449,000 and 6% in Canada to 68,000. In the U.S., the Group has posted 42 consecutive months of year-over-year sales gains and the best third quarter sales since 2007. In Canada, September represented the Group's 46th consecutive month of year-over-year sales growth.

The **U.S. vehicle market** finished Q3 2013 up 9% year-over-year to 4.0 million vehicles. The Group's overall market share was down 0.1 p.p. versus the prior year to 11.2%. Jeep vehicle sales totaled 126,000 for the quarter, up 2% year-over-year, with increases for all currently produced vehicles, including the Jeep Grand Cherokee (+30%), Jeep Compass (+31%), Jeep Patriot (+27%) and the Jeep Wrangler (+12%). Dodge, the Group's number one selling brand in the region, posted sales of 144,000 vehicles, up 10% from the prior year mainly driven by the new Dart (+131%), the Durango (+90%), the Challenger (+24%), and the Charger (+21%). The Ram truck brand posted an increase of 23% to 94,000 vehicles, its best third quarter sales since 2007, with sales increases for both light-duty and heavy-duty pickups, which were up 25% and 18%, respectively. Chrysler brand sales totaled 74,000 vehicles during Q3 2013, flat versus the same period last year.

The **Canadian vehicle market** increased 6% year-over-year to 476,000 vehicles. The Group's total market share remained steady at 14.3%, mainly driven by strong performances of the Ram light-duty pickup, Dodge Dart and Chrysler Town & Country.

Fiat brand sales in the U.S. and Canada were down 5% year-over-year to 13,500 vehicles for the quarter. The new 500L launched in May is gaining momentum, with almost 4,000 vehicles sold during the third quarter.

NAFTA **revenues** were up 2% over the prior year to €11.0 billion, +8% at constant exchange rates.

Trading profit for Q3 2013 was down 13% over the prior year to €535 million (€614 million for Q3 2012, IAS 19 restated), with positive volume and pricing impacts being more than offset by higher industrial costs, including those associated with the delay in commencement of shipments of the new Jeep Cherokee to the fourth quarter, and the cost of content enhancements for new models, in addition to negative currency translation impacts. **EBIT** was €536 million, reflecting the trading profit performance for the period.

The Group received various awards and recognitions, including winning 15 of 24 awards issued by the Texas Auto Writers Association, including the Truck of Texas (Ram 1500 pickup), SUV of Texas (Jeep Grand Cherokee), Commercial Vehicle of Texas (Ram ProMaster), and Truck Line of Texas (Ram Trucks). In addition, J.D. Power and Associates named the Ram Truck Brand its highest ranking non-premium brand and the 2013

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

Fiat 500 the highest ranking city car in its APEAL Study, while the 2013 Dodge Dart was named a Top Safety Pick+ by the Insurance Institute for Highway Safety.

Nine months to September

NAFTA
September YTD (1.01 to 30.09)

(€ million)	*2013*	*2012* [1]	*change*
Net revenues	32,474	32,113	361
Trading profit	1,600	1,888	-288
EBIT	1,669	1,930	-261
Shipments (in 000s)	1,587	1,572	15

[1] *Restated for adoption of IAS 19 as amended: Trading Profit/EBIT reduced by €159 million.*

Vehicle shipments in NAFTA totaled 1,587,000 units for September YTD 2013, representing a 1% increase over the same period in 2012. In the U.S., vehicle shipments were 1,314,000 (up 2% over September YTD 2012), in Canada 208,000 (up 3%). Shipments for Mexico and other were 65,000.

Vehicle sales in NAFTA totaled 1,626,000 for the period, an increase of 8% over September YTD 2012. Sales increased 9% in the U.S. to 1,357,000. In Canada, sales increased 7% to 207,000 vehicles, and vehicle sales in Mexico were 62,000.

The **U.S. vehicle market** for September YTD 2013 was up 8% year-over-year to 12 million vehicles. Overall market share was 11.3% for the nine months, compared to 11.2% for the same period in 2012. Jeep vehicle sales totaled 355,000 for the period, down 3% year-over-year, primarily due to lack of production of a Jeep D-SUV during the model changeover from the Jeep Liberty to its successor the new Jeep Cherokee. Dodge posted an 18% increase in sales to 462,000 vehicles, with the new Dart contributing for the full period compared with only a partial contribution in 2012. The Ram brand posted a sales increase of 23% to 269,000 vehicles. Chrysler brand sales totaled 238,000 vehicles for the nine months to September, down 2% compared with the prior year.

The **Canadian vehicle market** grew 3% year-over-year to 1.4 million vehicles. Total market share was 15.1% for the nine months to September, up 0.5 p.p. from the same period in 2012.

Fiat 500 sales in the U.S. and Canada totaled approximately 39,500 cars for the nine months to September, substantially in line with the same period of 2012.

The NAFTA region reported **revenues** of €32.5 billion for the nine months to September 2013, up 1% (CER +4%) over the same period last year primarily due to slightly higher volumes.

Trading profit for September YTD 2013 was €1,600 million, a €288 million decrease over 2012 (IAS 19 restated), driven primarily by higher industrial costs related to product launches and vehicle content enhancements, in addition to negative currency translation impacts. **EBIT** was €1,669 million, a 14% decrease over 2012 (IAS 19 restated) reflecting lower trading profit and higher positive net unusual items. In 2013, there was an unusual gain of €166 million with a corresponding net reduction to the pension obligation following the amendments of Chrysler's U.S. and Canadian salaried defined benefit pension plans. The U.S. plans were amended in order to comply with IRS regulations, consequently the accrual of future benefits will cease effective December 31, 2013, and Chrysler decided to enhance the retirement factors. The Canada amendment also ceases the accrual of future benefits effective December 31, 2014, and enhances the retirement factors. Unusual charges also included charge related to the June 2013 voluntary safety recall for the 1993-1998 Jeep Grand Cherokee and the 2002-2007 Jeep Liberty, as well as the customer satisfaction action for the 1999-2004 Jeep Grand Cherokee.

LATAM

Third Quarter

LATAM 3rd Quarter			
(€ million)	*2013*	*2012*	*change*
Net revenues	2,446	2,955	-509
Trading profit	165	341	-176
EBIT	169	310	-141
Shipments (in 000s)	235	271	-36

In Q3 2013, Group shipments in LATAM decreased 13% year-over-year to a total of 235,000 vehicles.

The passenger car and LCV market in **Brazil** was down 10% over the prior year to 932,000 units. The overall Latam market was down 3% to 1,547,000 units.

The Group confirmed its leadership in the Brazilian market, with an overall share of 21.3%, 3.0 p.p. lower than Q3 2012 when an exceptional performance was driven by the Group's flexibility in responding to the sharp increase in demand following the government's introduction of incentives, but still 3.0 p.p ahead of the nearest competitor. Group products continued to perform well, taking a combined 24% share of the A/B segment, driven by the continued success of the new Palio and Uno. In addition, the Siena and Grand Siena posted a combined 5% year-over-year increase in sales and the Strada was up 3% over the prior year, closing the quarter with a 51% segment share.

The Group shipped 191,000 passenger cars and LCVs in Brazil, representing a 22% decrease, compared with the peak in Q3 2012 which benefited from higher sales tax incentives. During the quarter, Fiat brand launched special versions of the Uno and Palio, both the best-selling vehicles in their respective segments: the Novo Uno and Palio Fire special Italia series, and the 500 with the new MultiAir engine and FlexFuel technology.

In **Argentina**, where the market was up 19% over Q3 2012 to 245,000 units, Group sales totaled approximately 30,000 units with share up 3.1 p.p. to 12.4%. In the A/B segment, share was 14.7%, with the Palio recording significant year-over-year growth (+26% vs. Q3 2012). Group shipments in Argentina totaled 30,000 vehicles, a 69% increase over the same period in 2012 facilitated by improved customs clearance for vehicle imports.

For other LATAM countries, shipments totaled approximately 15,000 units, an increase of 37% compared with Q3 2012 mainly attributable to the Fiat brand.

LATAM reported **revenues** of €2.4 billion, a decrease of 17% (CER -3%) against a peak in Q3 2012.

Trading profit was €165 million for the quarter (€341 million for Q3 2012), nearly half the prior year's level attributable primarily to lower volumes, a less favorable production mix, net input cost inflation and ~€30 million in negative currency translation impacts.

EBIT was €169 million, compared with €310 million in Q3 2012, which included €31 million in unusual charges.

Nine months to September

LATAM YTD (1.01 to 30.09)			
(€ million)	*2013*	*2012*	*change*
Net revenues	7,753	8,166	-413
Trading profit	575	814	-239
EBIT	520	783	-263
Shipments (in 000s)	723	712	11

For the nine months to September, shipments in the region totaled 723,000 units, 2% higher than the same period in 2012.

In **Brazil**, the passenger car and LCV market was down 1% over the same nine month period in 2012 to 2,642,000 units: the Group's market share was 22.1%. Fiat models held a combined 26.1% share of the A and B segments and 51.1% of the light pickup segment.

The Group shipped a total of 596,000 passenger cars and LCVs in Brazil during the nine months, representing a 3% decline over the same period in 2012, when the Brazilian market performed stronger on the back of newly introduced government incentives for the automotive sector.

In **Argentina,** where the market was up 12% to 726,000 units, the Group sold approximately 90,000 units. Share for the period was up 1.6 percentage points over the prior year to 12.5%. Shipments increased by 40% to 88,000 vehicles.

In other LATAM countries, approximately 39,000 units were shipped, an increase of 10% over 2012.

Revenues totaled €7.8 billion, a 5% decrease in nominal terms, but up 5% at constant exchange rates mainly reflecting the volume trend.

Trading profit for the period was €575 million, down €239 million (-29%). Net of currency translation effects (-~€70 million), the decrease was mainly attributable to an unfavorable production mix and net input cost inflation.

EBIT was €520 million (€783 million in 2012), reflecting the trading profit performance and net unusual charges of €55 million of which €43 million related to the February 2013 devaluation of the Venezuelan bolivar (VEF) relative to the U.S. dollar and transactions that settled subsequent to the February 2013 devaluation of the VEF at the 4.3 versus 6.3 rate.

APAC

Third Quarter

APAC 3rd Quarter			
(€ million)	*2013*	*2012*	*change*
Net revenues	1,205	830	375
Trading profit	96	73	23
EBIT	96	74	22
Shipments (in 000s)	45	26	19

Vehicle shipments in APAC (excluding JVs) totaled approximately 45,000 units in Q3 2013, up 73% from a year ago.

Regional demand[2] rose year-over-year led by growth in China, Australia, Japan and South Korea, while India was down over the prior year.

Group retail sales, including JVs, totaled 53,000 units for the quarter, up 92% over the prior year compared with a 7% growth for the industry, driven by strong performance in China and Australia. By brand, Jeep sales, which account for almost half of total Group sales in the region, were up 32% over the prior year. Sales growth for Fiat brand (+12,000 units over the prior year) was driven by the Chinese-produced Fiat Viaggio launched one year ago. Dodge brand sales were up significantly due to the re-launch of the Dodge Journey in China earlier in the year, currently the Group's third best-selling vehicle in the region.

APAC **revenues** totaled €1,205 million, up 45% over Q3 2012.

Trading profit totaled €96 million, up €23 million from Q3 2012 primarily driven by volume growth, partially offset by increased industrial and SG&A expenses to support regional growth, as well as unfavorable currency impact.

EBIT was €96 million up 30% compared to €74 million in Q3 2012.

In the third quarter, the Group successfully launched the all new Fiat Linea Classic and Fiat Punto Sport in India, two newly refreshed models since the Group took complete control of sales and distribution operations in Q2 (previously transitioning from joint-venture with Tata). Third-quarter group sales in India were up 34% over the prior year despite a contraction for the overall industry. The Fiat dealer network continues to expand across the country targeting 100 independent points of sale by early 2014.

Nine months to September

APAC YTD (1.01 to 30.09)			
(€ million)	*2013*	*2012*	*change*
Net revenues	3,290	2,307	983
Trading profit	295	214	81
EBIT	270	219	51
Shipments (in 000s)	115	77	38

Vehicle shipments in the region totaled approximately 115,000 units for September year-to-date, up 49% over the same period in 2012.

Group retail sales, including JVs, totaled 137,500 units for the period, increasing 71% over the prior year – compared with 7% for the industry – driven by a strong performance in China and Australia.

APAC **revenues** were €3,290 million, up more than 40% compared to the same period in 2012.

Trading profit reached €295 million for the nine months to September, up 38% versus prior year (€214 million), driven by volume growth, partially offset by higher industrial and SG&A expenses in line with regional development, in addition to unfavorable currency effect.

EBIT was €270 million for the nine months to September, inclusive of the Chinese joint venture's industrial costs to support new products.

[2] *Reflects the aggregate of key markets where the Group competes (i.e. China, India, Australia, Japan, South Korea).*

EMEA

Third Quarter

EMEA 3rd Quarter			
(€ million)	*2013*	*2012*	*change*
Net revenues	3,860	3,820	40
Trading profit/(loss)	(165)	(238)	73
EBIT	(119)	(219)	100
Shipments (in 000s)	211	203	8

Passenger car and LCV shipments in EMEA totaled 211,000 units for the third quarter, an increase of approximately 8,000 units (+4%) over Q3 2012.

Passenger car shipments were up 6% to 168,000 units and LCV remained substantially unchanged at 43,000 units.

In **Europe** (EU27+EFTA), the **passenger car market** increased 3% to 2.9 million vehicles. The positive trend continued in the U.K., with demand up 12% year-over-year, and Spain posted a 7% increase, reflecting the positive impact of local incentive schemes. The negative trend continued in Italy, however, with demand down 3% over the prior year. Germany and France registered modest declines of 1% each. For the rest of Europe, demand was up 3% overall.

Group brands accounted for a combined 5.6% share of the European market, a decrease of 0.3 p.p. over Q3 2012, reflecting market conditions in Italy. Excluding Italy, Group share was unchanged over the prior year at 3.3%. The Fiat 500 was once again the best-selling model in the A segment, with a 14.0% share, followed by the Fiat Panda. The 500L further consolidated the successful performance of the 500 family in Europe, ranking as the best-selling Small MPV for the quarter with 17,500 units sold and an 18.8% segment share.

In Italy, market share was down 1.5 p.p. over Q3 2012 to 28.6% reflecting the Group's decision not to engage in value destructive price competition. Share was higher in Spain (+0.8 p.p. to 3.9%), France (+0.3 p.p. to 3.3%) and the UK (+0.1 p.p. to 3.4%). By contrast, share in Germany was down 0.2 p.p. to 2.6%.

The **European light commercial vehicle market** (EU27+EFTA) was substantially flat year-over-year at 363,000 units, once again reflecting negative performance in Italy (-8%).

Fiat Professional closed the quarter with European share[3] down slightly to 10.6% (-0.3 p.p.). In Italy, however, share was up 1.1 p.p. over the prior year to 42%. Excluding Italy, Fiat Professional's European market share contracted to 8.7% from 8.9% in Q3 2012.

EMEA closed the quarter with **revenues** of €3,860 million, slightly better than Q3 2012. The trading performance improved by €73 million, with a **trading loss** of €165 million for the quarter. The positive impact of moderate volume growth and better mix (primarily due to the success of the 500L), together with the benefits of cost containment actions, more than compensated for the impacts of continued negative pricing. **EBIT** of negative €119 million represented a €100 million improvement over the prior year attributable to the reduction in trading losses and lower unusual expense. The result from investments contributed €40 million (€43 million in Q3 2012).

During the third quarter, Fiat presented the new 500L Living and Trekking to the international media and launched the "Natural Power" versions of the 500L and 500L Living. At the Frankfurt Motor Show in September, Fiat presented the limited edition Panda 4x4 Antarctica to mark the Panda 4x4's 30th anniversary.

[3] *Due to unavailability of market data for Italy since January 2011, the figures reported are an extrapolation and marginal discrepancies with actual data may exist.*

In July, the Alfa Romeo 4C made its appearance at the Goodwood "Festival of Speed" and in September the international media was invited to a test drive at the Group's Balocco Proving Ground. Alfa Romeo was also present at the Frankfurt Motor Show where it unveiled the new 2014 model year Giulietta with updated styling, engine options and infotainment features.

Lancia chose the Frankfurt Motor Show as the venue for the premiers of the Voyager S and 2014 model year Delta, both of which will be available in major markets across Europe from January 2014. The brand also presented the Elefantino and "S MOMODESIGN" special series versions of the Ypsilon.

Nine months to September

EMEA
YTD (1.01 to 30.09)

(€ million)	*2013*	*2012*	*change*
Net revenues	12,990	13,248	-258
Trading profit (loss)	(420)	(583)	163
EBIT	(304)	(573)	269
Shipments (in 000s)	743	764	-21

For the nine month period to September, the Group shipped a total of 743,000 passenger cars and LCVs in EMEA, a decrease of approximately 21,000 units (-3%) over the same period in 2012.

Passenger car shipments totaled 596,000 units (-3%), with significant decreases in Italy and Germany. LCV shipments totaled 147,000 units, in line with the nine months to September 2012.

For the nine months to September, the **European passenger car market** was down 4% to 9.3 million vehicles, mainly reflecting lower demand in Italy (-8%), France (-9%) and Germany (-6%).

Group brands recorded a combined 6.1% share of the European market for the period, a 0.3 p.p. year-over-year decline. In Italy, market share was down 0.7 p.p. to 29.0%.

The **European light commercial vehicle market** registered a 4% decrease in demand over the comparable nine month period in 2012 on the back of significant contractions in Italy (-19%), France (-8%) and Germany (-5%).

Fiat Professional's European market share was in line with the prior year at 12.0%, however, share was significantly higher in each of the 5 major markets: Italy was up 0.4 p.p. to 43.1%, France +0.3 p.p. to 9.7%, Germany +0.3 p.p. to 13.1%, the U.K. +1.1 p.p. to 4.8% and Spain +1.3 p.p. to 9.5%.

EMEA closed the nine months to September with **revenues** of approximately €13 billion, down 2% over the same period in 2012, mainly reflecting the volume declines.

There was a €420 million **trading loss** for the period, which represented a €163 million improvement over the €583 million loss for the corresponding period in 2012. **EBIT** was negative at €304 million, compared with a negative €573 million for the nine months to September 2012 (including unusual charges of €91 million related to the write-down of the investment in the SevelNord joint venture). The result from investments was €117 million (€124 million for the same period in 2012).

LUXURY AND PERFORMANCE BRANDS

LUXURY AND PERFORMANCE BRANDS
Ferrari, Maserati –3rd Quarter

(€ million)	2013	2012 [1]	change
Ferrari			
Net revenues	534	505	29
Trading profit	88	76	12
EBIT	88	76	12
Maserati			
Net revenues	444	184	260
Trading profit	43	13	30
EBIT	43	13	30
LUXURY AND PERFORMANCE BRANDS			
Net revenues [*]	922	667	255
Trading profit [*]	131	89	42
EBIT	131	89	42

LUXURY AND PERFORMANCE BRANDS
Ferrari, Maserati – YTD (1.01 to 30.09)

(€ million)	2013	2012 [1]	change
Ferrari			
Net revenues	1,711	1,604	107
Trading profit	264	220	44
EBIT	264	220	44
Maserati			
Net revenues	883	559	324
Trading profit	48	44	4
EBIT	48	44	4
LUXURY AND PERFORMANCE BRANDS			
Net revenues [*]	2,491	2,105	386
Trading profit [*]	312	264	48
EBIT	312	264	48

[1] Ferrari and Maserati stand-alone have been restated to reflect the allocation to Maserati of its activities in China conducted, from a legal entity standpoint, through the local Ferrari subsidiary.
[*] Net of eliminations.

Ferrari

During the **third quarter**, Ferrari shipped 1,497 street cars to the network, representing a 7% reduction over Q3 2012 following the strategic decision announced earlier in the year to maintain 2013 production below the prior year's level to preserve the brand's exclusivity. Sales of 12-cylinder models were up 72%, driven primarily by the F12 Berlinetta that was released less than a year ago. Volumes for 8-cylinder models were down 21%. In the U.S., a total of 522 street cars were shipped, with year-over-year growth being capped at 4%, despite strong market demand. In Asia Pacific, shipments were reduced in both Hong Kong and China**,** while Japan was in line with Q3 2012. In Europe, overall performance was substantially in line with the prior year. Volumes were reduced in Germany and France. There was a 49% increase in the UK, on the back of continued strong demand. Performance in Switzerland was in line with the prior year, while Italy registered a 43% decrease in shipments. In the Middle East, there was a 44% year-over-year increase.

Ferrari's third quarter **revenues** totaled €534 million, representing a 6% increase over the prior year.

Trading profit and **EBIT** totaled €88 million, compared with €76 million for Q3 2012, reflecting a better sales mix and the contribution from licensing and the personalization program. Trading margin was 16.5% (15.0% in Q3 2012).

At the end of August, the brand released the first official photos and technical specifications for the 458 Speciale. The new 8-cylinder, which premiered at the Frankfurt Motor Show, is the product of Ferrari's industry-leading approach to research and innovation. Engine, aerodynamics and handling performance represent the major areas of innovation creating a car that is truly "Speciale" and brings an entirely new dimension to the sportscar concept.

For the **nine months to September**, Ferrari shipped a total of 5,264 street cars, in line with the corresponding period in 2012. While sales of 8-cylinder vehicles were down 7% for the period, 12-cylinder models registered a 28% increase. A total of 1,459 street cars were shipped in the U.S. during the period, representing a 8% increase over the prior year and accounting for 28% of Ferrari's total shipments worldwide. In Asia Pacific, a 17% increase in Japan only partially offset the 25% decrease in the China, Hong Kong, Taiwan market, while performance in other markets was stable; the region posted an overall decline of 11%. Growth in the UK (+15%), Switzerland (+10%) and the Middle East (+40%) more than compensated for declines in several European markets, particularly France (-18%) and Italy (-39%).

Ferrari closed the nine months with **revenues** of €1,711 million, up 7% over the same period in 2012.

Trading profit and **EBIT** totaled €264 million for the nine months to September, €44 million higher than the €220 million registered in 2012. Trading margin improved to 15.4% from 13.7%, reflecting a better sales mix and the strong contribution from licensing and the personalization program.

Maserati

Maserati shipped a total of 3,953 vehicles during the third quarter, more than double the 1,492 units shipped in Q3 2012. That significant result was entirely attributable to the performance of the new Quattroporte. The brand posted significant year-over-year gains in nearly all markets. At the end of September, Maserati had 7,900 orders for the Ghibli, launched in September, and 9,900 for the new Quattroporte.

Revenues totaled €444 million for the quarter, more than double the Q3 2012 level.

Trading profit and **EBIT** came in at €43 million, representing a €30 million year-over-year increase. The significant year-over-year improvement was primarily driven by the sales result for the new Quattroporte.

At the Frankfurt Motor Show in September, Maserati showcased the diesel version of the Quattroporte along with the Ermenegildo Zegna Limited Edition concept version, a first step in the partnership with the premiere Italian fashion house.

For the **nine months to September**, brand shipments were up 63% over the same period in 2012 to 7,548 vehicles and **revenues** were 58% higher at €883 million. **Trading profit** and **EBIT** were €48 million, up €4 million over the nine months to September 2012.

COMPONENTS AND PRODUCTION SYSTEMS

COMPONENTS AND PRODUCTION SYSTEMS
Magneti Marelli, Teksid, Comau – 3rd Quarter

(€ million)	*2013*	*2012*	*Change*
Magneti Marelli			
Net revenues	1,399	1,426	-27
Trading profit	29	29	-
EBIT	28	26	2
Teksid			
Net revenues	169	183	-14
Trading profit	(2)	1	-3
EBIT	(2)	2	-4
Comau			
Net revenues	323	358	-35
Trading profit	11	7 (1)	4
EBIT	11	7 (1)	4
COMPONENTS AND PRODUCTION SYSTEMS			
Net revenues (*)	1,877	1,951	-74
Trading profit	38	37 (1)	1
EBIT (*)	37	36 (1)	1

(*) Net of eliminations.

COMPONENTS AND PRODUCTION SYSTEMS
Magneti Marelli, Teksid, Comau – YTD (1.01 to 30.09)

(€ million)	*2013*	*2012*	*change*
Magneti Marelli			
Net revenues	4,455	4,344	111
Trading profit	109	95	14
EBIT	109	92	17
Teksid			
Net revenues	531	610	-79
Trading profit	(9)	7	-16
EBIT	(7)	10	-17
Comau			
Net revenues	988	1,080	-92
Trading profit	31	17 (1)	14
EBIT	30	16 (1)	14
COMPONENTS AND PRODUCTION SYSTEMS			
Net revenues (*)	5,932	5,988	-56
Trading profit	131	119 (1)	12
EBIT	132	118 (1)	14

(1) Restated for adoption of IAS 19 as amended: Trading Profit/EBIT reduced by €2 million for Q3 and €3 million for the nine months to September.
(*) Net of eliminations.

Magneti Marelli

For the **third quarter**, Magneti Marelli had **revenues** of €1,399 million, substantially in line with Q3 2012 (€1,426 million). At constant exchange rates, there was a 4% increase.

NAFTA and China registered increases at constant exchange rates, while Europe was substantially unchanged over the prior year despite contractions in Germany and the Czech Republic. In Brazil, third quarter revenues were down 6% over the prior year at constant exchange rates.

The Lighting business line posted a 3% increase in revenues (CER +7%) on the back of performance in China and in NAFTA, where several new products were launched during the second half of 2012. In Europe, revenues were substantially unchanged over Q3 2012. Revenues for the Electronic Systems business were in line with Q3 2012, with an increase for navigation systems offsetting lower sales of telematics boxes to non-captive customers. The Powertrain business posted an 8% decline in revenues (CER -3%) primarily due to the phase-out of carburetor sales to Edelbrock in the U.S. and lower volumes in China.

Trading profit for the quarter totaled €29 million, in line with Q3 2012. **EBIT** totaled €28 million (€26 million for Q3 2012).

For the **nine months to September**, Magneti Marelli reported **revenues** of €4,455 million, up 3% over the same period in 2012 (CER +6%).

Trading profit was higher at €109 million (€95 million in 2012) and **EBIT** improved to €109 million (vs. €92 million).

Teksid

The sector posted **third quarter revenues** of €169 million, an 8% decrease over the same period in 2012 (CER -2%) attributable to a decline in Cast Iron business in both Brazil and the U.S.. For the Aluminum business unit, volumes were up 16% over the prior year.

Teksid closed the quarter with a **trading loss** of €2 million (trading profit of €1 million in Q3 2012), primarily reflecting the business trend. **EBIT** was a negative €2 million for the quarter, compared with a positive €2 million in Q3 2012.

Q3 2013

PRESS RELEASE

For the **nine months to September**, Teksid recorded **revenues** of €531 million, a 13% year-over-year decrease (CER -9%) attributable to lower volumes for the Cast Iron business unit. For the Aluminum business unit, volumes were up 14% over the prior year.

There was a **trading loss** of €9 million for the period, compared with a €7 million profit for the same period in 2012, and an **EBIT loss** of €7 million, compared with a €10 million profit for the same period in 2012.

Comau

For the **third quarter**, Comau had **revenues** of €323 million, a decrease of 10% over Q3 2012 (CER -3%) attributable primarily to the Powertrain Systems business. Order intake for the Systems activities was substantially in line with Q3 2012 at €356 million.

Trading profit and **EBIT** were €11 million, compared to €7 million for the corresponding period in 2012. The increase mainly related to the Body Welding operations.

For the **nine months to September**, Comau reported **revenues** of €988 million, a 9% year-over-year decrease (CER -4%) attributable primarily to Powertrain Systems and Service activities.

Order intake for Systems totaled €1,170 million, an increase of 12% over the same period in 2012 attributable primarily to the Body Welding operations. At 30 September 2013, the order backlog totaled €1,125 million, a 28% increase over year-end 2012.

Trading profit was €31 million for the period, up €14 million over the prior year. **EBIT** totaled €30 million (€16 million for the same period in 2012): the €14 million increase was primarily attributable to Body Welding operations.

Significant Events

- On July 8th, Fiat notified the United Auto Workers' Retiree Medical Benefits Trust ("VEBA") of the exercise of its option to purchase a third tranche of the interest held by VEBA in Chrysler Group LLC, representing approximately 3.3% of Chrysler's outstanding equity. Fiat's calculation of the net purchase consideration payable for that tranche was US$ 254.7 million. Fiat had exercised its options to purchase a first tranche of VEBA's equity interest in Chrysler on 3 July 2012 and a second tranche on 3 January 2013 – each representing approximately 3.3% of Chrysler's outstanding equity.
  On September 26th, 2012, following exercise of the first tranche, Fiat sought a declaratory judgment in the Delaware Chancery Court ("the Court") to confirm the price to be paid. On July 30th this year, the Court granted Fiat's motion for a judgment on the pleadings with respect to two issues in dispute. The Court also denied, in its entirety, the VEBA's cross-motion for judgment on the pleadings.
  In the event that these transactions are completed as contemplated, Fiat will own 68.49% of the ownership interest in Chrysler Group and the VEBA Trust will own the remaining 31.51%..
- On July 9th, the CEO of Fiat presented plans for future activities at the plant of Sevel (a 50/50 JV between Fiat Group and PSA Group for the production of Light Commercial Vehicles) located in Atessa, Italy, where the Ducato is currently produced. Approximately €700 million is to be invested in the facility over 5 years. Together with application of World Class Manufacturing standards, this will enable Sevel to further improve its standing as one of the most advanced automotive production facilities in the world.
- On July 12th, Fiat issued an €850 million bond (fixed coupon 6.75%, due October 2019). The Notes – issued by Fiat Finance and Trade Ltd. S.A. and guaranteed by Fiat S.p.A under the GMTN Program – were rated "B1" by Moody's, "BB-" by Standard & Poor's and "BB-" by Fitch. On September 17th, following re-opening of the transaction, a further €400 million in notes were issued, increasing the total principal amount of the bond to €1.25 billion.
- On July 30th, Fiat Group Automobiles ("FGA"), Crédit Agricole ("CASA") and Crédit Agricole Consumer Finance ("CACF") reached an agreement to extend the 50/50 Joint Venture in FGA Capital ("FGAC") up to 31 December 2021. Extension of the alliance is intended by the partners to ensure the long-term sustainability of FGAC, a captive finance company that manages FGA's main activities in retail auto financing, dealership financing, long-term car rental and fleet management in 14 European countries. Those activities are well diversified across the main European markets. FGAC will continue to benefit from the financial support of Crédit Agricole Group, while strengthening its position as an active player in the securitization and debt markets.
- On August 20th, Fiat and Itaú Unibanco renewed the commercial cooperation agreement in place in Brazil since 2003 for a further 10 years. The agreement assures Fiat's customers and dealer network a strong financial partner that offers a full spectrum of competitive financing solutions. In return, Itaú Unibanco is assured exclusivity for Fiat's new vehicle financing in promotional campaigns and exclusive use of the Fiat brand in activities related to vehicle financing.
- On September 4th, there was a meeting in Rome with the Italian trade unions CISL, UIL, FIM, UILM, FISMIC, UGL, UGLM and the Associazione Quadri e Capi – all of which are signatories to Fiat's Collective Labor Agreement. Fiat took the occasion to reiterate how pivotal the agreement has been in restoring production quality and efficiency at Group plants in Italy. At the meeting, the trade unions confirmed their commitment to protecting and strengthening the contractual relationship, with full awareness of its vital importance to Fiat's continued commitment to its industrial presence in Italy. On the basis of this renewed mutual commitment, Fiat announced that the Group would immediately undertake the investment

necessary to ensure future production and jobs at the Mirafiori plant that it is intended will have a key role in development of the premium segment manufacturing activities in Turin.

- On September 18th, Fitch Ratings confirmed its rating of “BB-” on Fiat S.p.A.’s long-term debt. The short-term rating of “B” was also confirmed. The outlook remains negative.
- On September 23rd, Chrysler Group LLC filed a registration statement on Form S-1 with the U.S. Securities and Exchange Commission relating to a proposed initial public offering of common stock. The common stock to be sold in the offering are proposed to be sold by the UAW Retiree Medical Benefits Trust (the "VEBA Trust"), which has exercised demand registration rights under a shareholders' agreement to which Chrysler Group LLC is a party. The VEBA Trust will receive all of the net proceeds from the proposed offering. The number of shares to be offered and the price range for the offering have not yet been determined. A registration statement relating to these securities has been filed with the U.S. Securities and Exchange Commission (SEC) but has not yet become effective. These securities may not be sold nor may offers to buy be accepted prior to the time the registration statement becomes effective.
- On October 28th, Fiat announced that, following receipt of regulatory approvals, Fiat Group Automobiles’ completed the acquisition of the remaining 50% stake in VM Motori S.p.A. held by General Motors. The purchase consideration was €34.1 million. Fiat acquired an initial 50% stake in VM in 2010 and now has 100% control.

2013 Outlook

Based on the results for the nine months to September 2013, together with the expected operating performance and currency trends for Q4, the Group has updated 2013 guidance as follows:

- Revenues of about €88 billion (from the €88 - €92 billion range, or €84 - €88 billion range at current exchange rates)
- Trading profit in the €3.5 - €3.8 billion range (from the €4.0 - €4.5 billion range, or €3.7 - €4.2 billion range at current exchange rates)
- Net profit in the €0.9 - €1.2 billion range (from the €1.2 - €1.5 billion range or €1.0 - €1.3 billion range at current exchange rates)
- Net industrial debt in the €7.0 - €7.5 billion range (from ~€7.0 billion, which did not include the ~€0.2 billion negative impact from Q3 equity investments net of exchange rates)

John Elkann
Chairman

Sergio Marchionne
Chief Executive Officer

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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 press release corresponds to the results documented in the books, accounting and other records of the Company.

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The terms “Fiat”, “Fiat Group” or simply “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 following the acquisition of control. Fiat and Chrysler will continue to manage financial matters, including funding and cash management, separately. Additionally, Fiat has not provided guarantees or security or undertaken any other similar commitment in relation to any financial obligation of Chrysler, nor does it have any commitment to provide funding to Chrysler in the future.

Turin, 30 October 2013

The Board of Directors met today at the Fiat Testing Center in Balocco, Italy.
On October 30th, at 4:30 p.m. CET, management will hold a conference call to present the 2013 third quarter results to financial analysts and institutional investors. The call can be followed live and a recording will be available later on the Group’s website: www.fiatspa.com. The supporting document will be made available on the website prior to the call.

Consolidated Income Statement

Unaudited

(€ million)	3rd Quarter 2013	3rd Quarter 2012 (*)	01/01-30/09 2013	01/01-30/09 2012 (*)
Net revenues	20,733	20,437	62,815	62,182
Cost of sales	17,804	17,358	53,893	53,099
Selling, general and administrative costs	1,576	1,651	4,832	4,981
Research and development costs	555	467	1,611	1,378
Other income/(expenses)	18	(60)	(16)	(70)
TRADING PROFIT/(LOSS)	**816**	**901**	**2,463**	**2,654**
Result from investments:	41	5	89	75
Share of the profit/(loss) of investees accounted for using the equity method	41	5	73	62
Other income/(expenses) from investments	-	-	16	13
Gains/(losses) on the disposal of investments	6	-	8	(91)
Restructuring costs	14	(4)	9	(39)
Other unusual income/(expenses)	7	(80)	(35)	(80)
EARNINGS BEFORE INTEREST AND TAXES (EBIT)	**856**	**830**	**2,516**	**2,597**
Financial income/(expenses)	(489)	(464)	(1,434)	(1,415)
PROFIT/(LOSS) BEFORE TAXES	**367**	**366**	**1,082**	**1,182**
Income taxes	178	195	427	510
PROFIT/(LOSS) FROM CONTINUING OPERATIONS	**189**	**171**	**655**	**672**
Post-tax profit/(loss) from Discontinued Operations	-	-	-	-
PROFIT/(LOSS) FOR THE PERIOD	**189**	**171**	**655**	**672**
PROFIT/(LOSS) FOR THE PERIOD ATTRIBUTABLE TO:				
Owners of the parent	(15)	(30)	44	37
Non-controlling interests	204	201	611	635

(*) *Following the retrospective application of the amendment to IAS 19 from 1 January 2013 the figures reported for the third quarter and the first nine months of 2012 have been restated for comparative purposes as required by IAS 1. The relative effect compared to the previously reported figures is: a decrease in Profit for the third quarter of 2012 by €115 million, of which €50 million arose from an increase in costs from ordinary operations and €65 million from an increase in financial expenses; a decrease in Profit for the first nine months of 2012 by €351 million, of which €173 million arose from an increase in costs from ordinary operations and €178 million from an increase in financial expenses.*

Translation of financial statements denominated in a currency other than the Euro

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

	01/01-30/09 2013		At 31 December 2012	01/01-30/09 2012	
	Average	At 30 September		Average	At 30 September
US Dollar	1.317	1.351	1.319	1.281	1.293
Brazilian Real	2.792	3.041	2.704	2.455	2.623
Chinese Renminbi	8.122	8.265	8.221	8.106	8.126
Serbian Dinar	112.690	114.604	113.718	112.846	114.599
Polish Zloty	4.201	4.229	4.074	4.209	4.104
Argentine Peso	6.950	7.819	6.478	5.713	6.061
Pound Sterling	0.852	0.836	0.816	0.812	0.798
Swiss Franc	1.232	1.223	1.207	1.204	1.210

Consolidated statement of financial position

Unaudited

(€ million)	At 30 September 2013	At 31 December 2012 (*)	At 1 January 2012 (*)
ASSETS			
Intangible assets	19,751	19,284	18,200
Property, plant and equipment	22,588	22,061	20,785
Investments and other financial assets:	2,340	2,287	2,663
Investments accounted for using the equity method	1,545	1,507	1,582
Other investments and financial assets	795	780	1,081
Leased assets	1	1	45
Defined benefit plan assets	95	93	105
Deferred tax assets	1,724	1,738	1,689
Total Non-current assets	**46,499**	**45,464**	**43,487**
Inventories	11,476	9,295	9,123
Trade receivables	2,873	2,702	2,625
Receivables from financing activities	3,797	3,727	3,968
Current tax receivables	362	236	369
Other current assets	2,421	2,163	2,088
Current financial assets:	822	807	789
Current investments	35	32	33
Current securities	249	256	199
Other financial assets	538	519	557
Cash and cash equivalents	16,827	17,657	17,526
Total Current assets	**38,578**	**36,587**	**36,488**
Assets held for sale	49	55	66
TOTAL ASSETS	**85,126**	**82,106**	**80,041**
EQUITY AND LIABILITIES			
Equity:	9,229	8,369	9,711
Equity attributable to owners of the parent	6,217	6,187	7,358
Non-controlling interest	3,012	2,182	2,353
Provisions:	19,114	20,276	18,182
Employee benefits	10,435	11,486	9,584
Other provisions	8,679	8,790	8,598
Debt:	28,984	27,889	26,772
Asset-backed financing	395	449	710
Other debt	28,589	27,440	26,062
Other financial liabilities	129	201	429
Trade payables	17,460	16,558	16,418
Current tax payables	369	231	230
Deferred tax liabilities	767	801	761
Other current liabilities	9,074	7,781	7,538
Liabilities held for sale	-	-	-
TOTAL EQUITY AND LIABILITIES	**85,126**	**82,106**	**80,041**

(*) Following the retrospective application of the amendment to IAS 19 from 1 January 2013 the comparative figures at 1 January and 31 December 2012 have been restated as required by IAS 1. More specifically, the figure for closing equity reported in the Consolidated Financial Statements at 31 December 2012 has decreased by €4,804 million, of which €2,872 million relates to Equity attributable to owners of the parent and €1,932 million relates to Non-controlling interest.

Consolidated Statement of Cash Flows

Unaudited

(€ million)	01/01-30/09 2013	01/01-30/09 2012
A) CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	**17,657**	**17,526**
B) CASH FLOWS FROM/(USED IN) OPERATING ACTIVITIES DURING THE PERIOD:		
Profit/(loss) for the period	655	672(*)
Amortisation and depreciation	3,346	3,105
(Gains)/losses from disposal of non-current assets	10	108
Other non-cash items	17	319(*)
Dividends received	93	69
Change in provisions	(241)	(222)
Change in deferred income taxes	(60)	(11)
Change in items due to buy-back commitments	124	16
Change in operating lease items	1	(8)
Change in working capital	(180)	116
TOTAL	**3,765**	**4,164**
C) CASH FLOWS FROM/(USED IN) INVESTMENT ACTIVITIES:		
Investments in:		
Property, plant and equipment and intangible assets	(5,262)	(5,278)
Investments in consolidated subsidiaries and other investments	(159)	(14)
Proceeds from the sale of non-current assets	30	103
Net change in receivables from financing activities	(392)	309
Change in other current securities	(6)	(14)
Other changes	11	(7)
TOTAL	**(5,778)**	**(4,901)**
D) CASH FLOWS FROM/(USED IN) FINANCING ACTIVITIES:		
Issuance of bonds	2,500	1,803
Repayment of bonds	(1,000)	(1,250)
Issuance of medium-term borrowings	1,519	1,062
Repayment of medium-term borrowings	(1,460)	(1,060)
Net change in other financial payables and other financial assets/liabilities	149	(300)
Capital increase	4	20
Dividends paid	(1)	(58)
Distribution for tax withholding obligations on behalf of non-controlling interests ("NCI")	(5)	-
TOTAL	**1,706**	**217**
Translation exchange differences	(523)	(155)
E) TOTAL CHANGE IN CASH AND CASH EQUIVALENTS	**(830)**	**(675)**
F) CASH AND CASH EQUIVALENTS	**16,827**	**16,851**

(*) Following the retrospective application of the amendment to IAS 19 from 1 January 2013 the comparative figure for Profit for the first nine months of 2012 has decreased by €351 million with a corresponding increase in Other non-cash items.