CAPITAL MARKETS DAY
BALOCCO - JUNE 1, 2018

2018 – 2022 BUSINESS PLAN FINANCIAL OVERVIEW

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SAFE HARBOR STATEMENT

This document and the related presentation contain forward-looking statements. In particular, these forward-looking statements include statements regarding future financial performance and the Company's expectations as to the achievement of certain targeted metrics, including net debt and net industrial debt, revenues, free cash flow, vehicle shipments, capital investments, research and development costs and other expenses at any future date or for any future period are forward-looking statements. These statements may include terms such as "may", "will", "expect", "could", "should", "intend", "estimate", "anticipate", "believe", "remain", "on track", "design", "target", "objective", "goal", "forecast", "projection", "outlook", "prospects", "plan", or similar terms. Forward-looking statements are not guarantees of future performance. Rather, they are based on the Group's current state of knowledge, future expectations and projections about future events and are by their nature, subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future and, as such, undue reliance should not be placed on them.

Actual results may differ materially from those expressed in forward-looking statements as a result of a variety of factors, including: the Group's ability to launch new products successfully and to maintain vehicle shipment volumes; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclicality; changes in local economic and political conditions, changes in trade policy and the imposition of global and regional tariffs or tariffs targeted to the automotive industry, the enactment of tax reforms or other changes in tax laws and regulations; the Group's ability to expand certain of the Group's brands globally; the Group's ability to offer innovative, attractive products; the Group's ability to develop, manufacture and sell vehicles with advanced features including enhanced electrification and autonomous driving characteristics, various types of claims, lawsuits, governmental investigations and other contingent obligations affecting the Group, including product liability and warranty claims and environmental claims, investigations an lawsuits; material operating expenditures in relation to compliance with environmental, health and safety regulations; the intense level of competition in the automotive industry, which may increase due to consolidation; exposure to shortfalls in the funding of the Group's defined benefit pension plans; the Group's ability to provide or arrange for access to adequate financing for the Group's dealers and retail customers and associated risks related to the establishment and operations of financial services companies including capital required to be deployed to financial services; the Group's ability to access funding to execute the Group's business plan and improve the Group's business, financial condition and results of operations; a significant malfunction, disruption or security breach compromising the Group's information technology systems or the electronic control systems contained in the Group's vehicles; the Group's ability to realize anticipated benefits from joint venture arrangements; the Group's ability to successfully implement and execute strategic initiatives and transactions, including the Group's plans to separate certain businesses; disruptions arising from political, social and economic instability; risks associated with our relationships with employees, dealers and suppliers; increases in costs, disruptions of supply or shortages of raw materials; developments in labor and industrial relations and developments in applicable labor laws; exchange rate fluctuations, interest rate changes, credit risk and other market risks; political and civil unrest; earthquakes or other disasters and other risks and uncertainties.

Any forward-looking statements contained in this document and the related presentations speak only as of the date of this document and the Company disclaims any obligation to update or revise publicly forward-looking statements. Further information concerning the Group and its businesses, including factors that could materially affect the Company's financial results, is included in the Company's reports and filings with the U.S. Securities and Exchange Commission, the AFM and CONSOB.

FCA RESULTS EXCLUDING MAGNETI MARELLI

Spin-off expected to be completed by end of 2018 or early 2019

- In April 2018, FCA BoD authorized development of plan to separate the Magneti Marelli business
- Plan to distribute shares of separated business to FCA shareholders
- Group financial results presented herein exclude the Magneti Marelli business (ex. MM)

€B, except as otherwise stated	2017 as reported	2017 Pro-forma Results (ex. MM)	2018 Guidance	2018 Guidance (ex. MM)
Net Revenues	111	106	~125	~120
Adjusted EBIT	7.1	6.6	≥ 8.7	≥ 8.2
Adjusted Net Profit	3.8	3.5	~5.0	~4.7
Adjusted Diluted EPS (€)[1]	2.41	2.3	~3.2	~3.0
Capex	8.7	8.1	8.0 – 8.5	7.4 – 7.9

(1) 2018 based on current shares outstanding and dilutive instruments

The separation of Magneti Marelli will be subject to customary regulatory approvals, tax and legal considerations, final approval of the transaction structure by the FCA Board of Directors and other customary requirements. FCA may, at any time and for any reason, modify or terminate the proposed transaction, and there can be no assurances regarding the ultimate timing or completion of the proposed transaction.

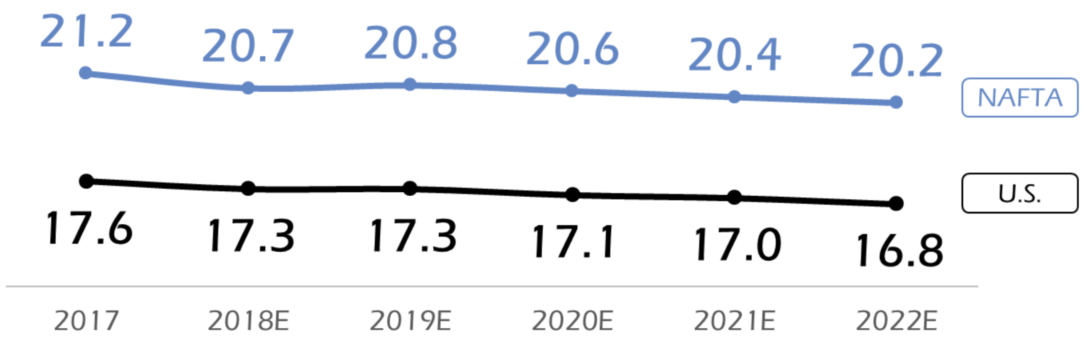
Refer to Appendix for the definitions and reconciliations of Adjusted EBIT, Adjusted net profit and Adjusted diluted EPS to applicable IFRS metrics.

INDUSTRY OUTLOOK

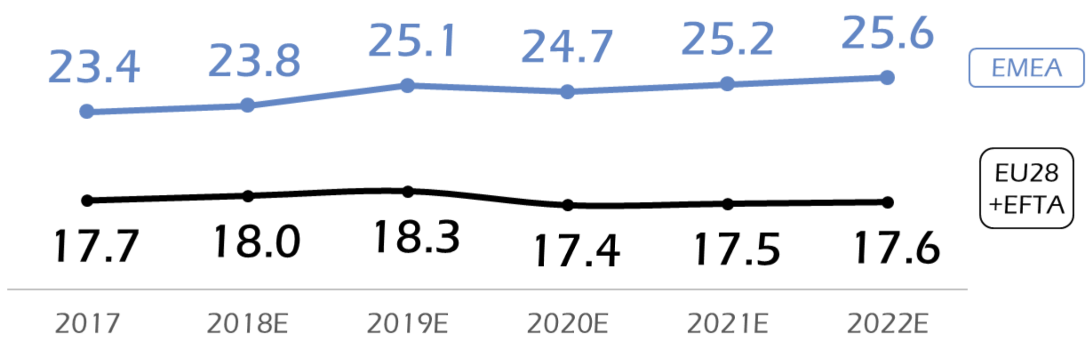
Global industry expected to remain strong with continued growth in APAC, LATAM and EMEA, while NAFTA forecasted to remain stable

M Units

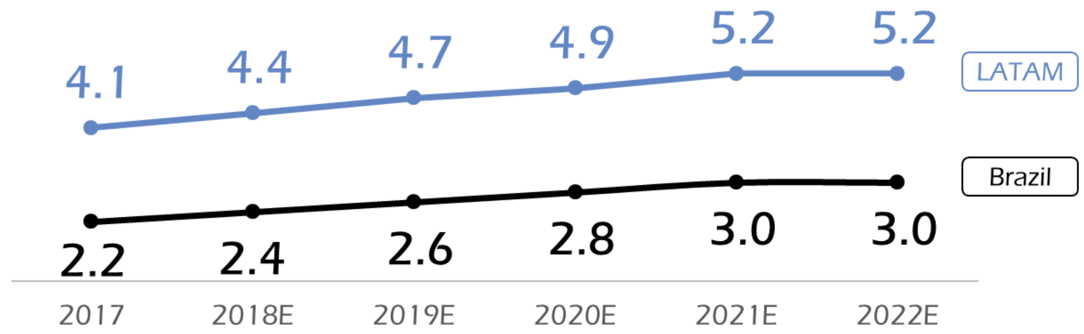
NAFTA
(total vehicle sales including medium/heavy trucks)



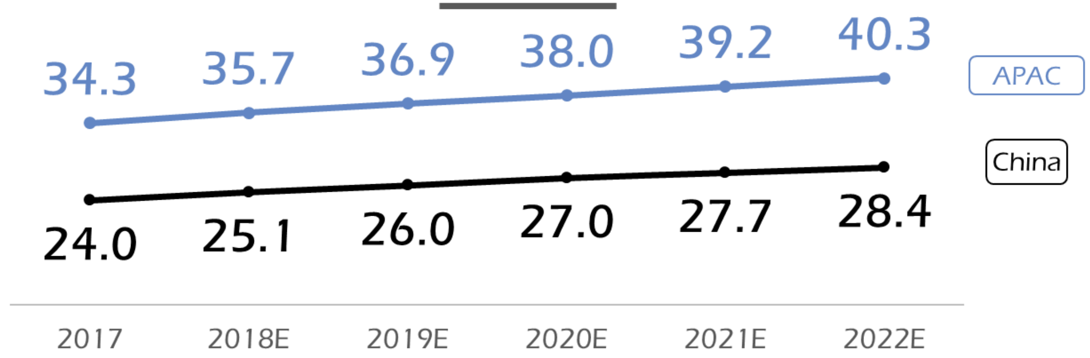
EMEA
(passenger cars and LCVs)



LATAM
(passenger cars and LCVs)



APAC
(passenger cars only)

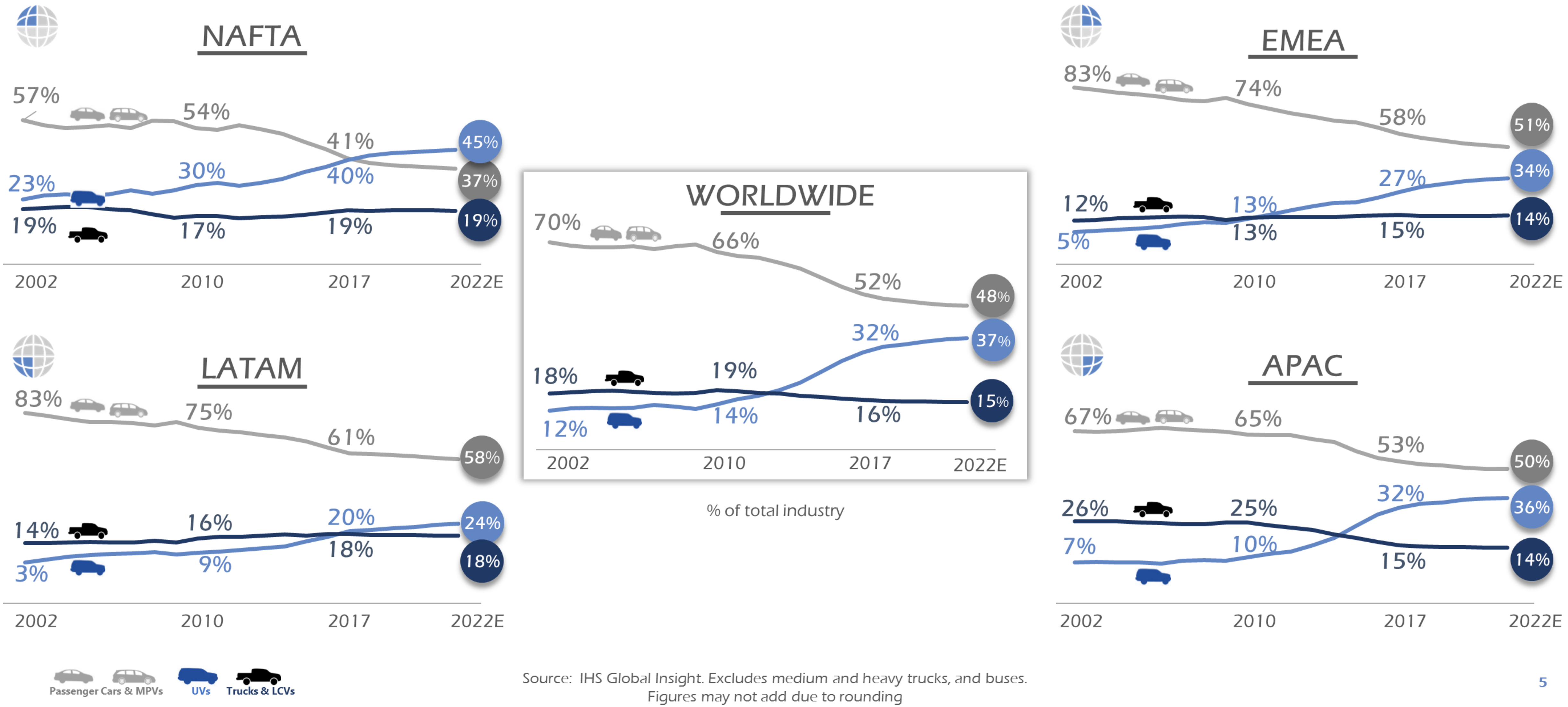


APAC reflects aggregate for major markets where Group competes (China, Australia, Japan, South Korea and India)

Source: IHS Global Insight, Wards and Group estimates

INDUSTRY SALES MIX

White-space products and key renewals positioned to capitalize on growing consumer preference towards UVs in all regions



% of total industry

Source: IHS Global Insight. Excludes medium and heavy trucks, and buses.
Figures may not add due to rounding

KEY FINANCIAL TARGETS (ex. Magneti Marelli)

Targeted growth builds on solid foundation established in prior Plan

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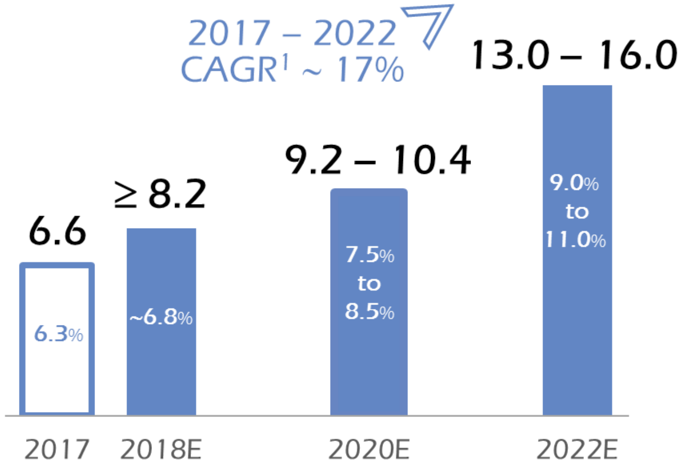
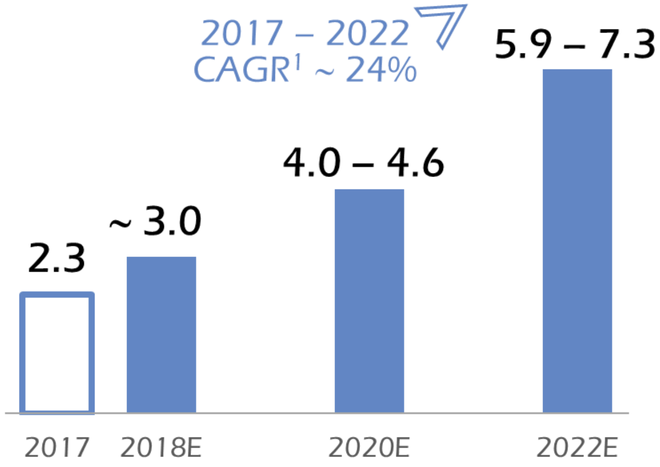
€B, except as otherwise stated
% = Adjusted EBIT margin

ADJUSTED EBIT AND MARGIN



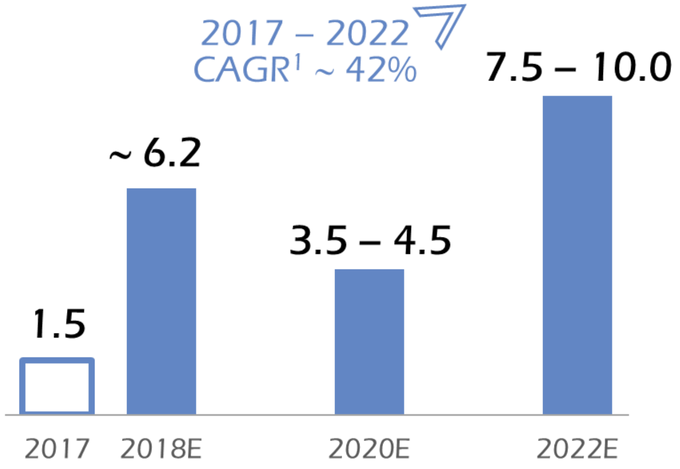
- Leverage targeted brand portfolio adding white-space products to drive growth and margin expansion

ADJUSTED DILUTED EPS [2] (€)



- EPS CAGR of 24% driven by strong operating performance and further deleveraging
- Effective tax rate ~25% over Plan period

INDUSTRIAL FREE CASH FLOWS



- Continued capital discipline and consistent strong cash generation

(1) Calculated based on mid-point of range for 2022E
(2) Based on current shares outstanding and dilutive instruments

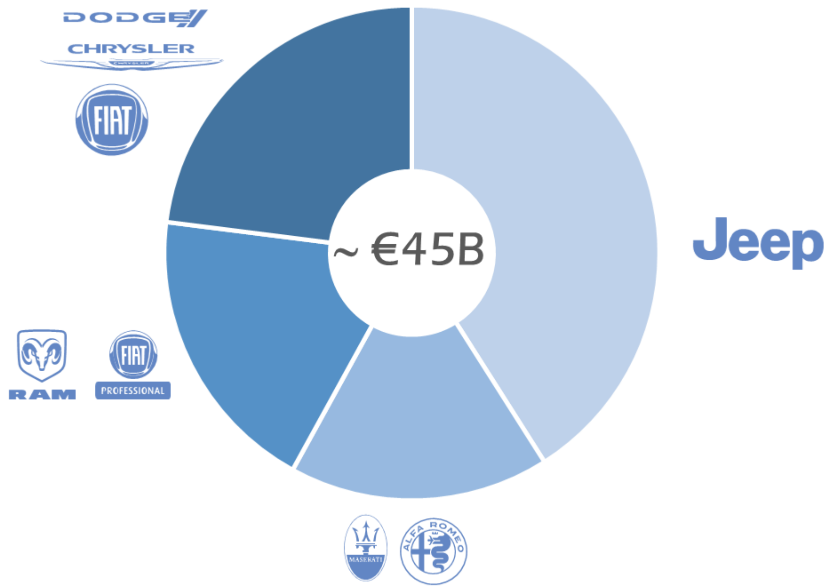
All figures exclude Magneti Marelli business.
Refer to Appendix for the definitions and reconciliations of Adjusted EBIT, Adjusted diluted EPS and Industrial free cash flows to applicable IFRS metrics.

PORTFOLIO RENEWAL

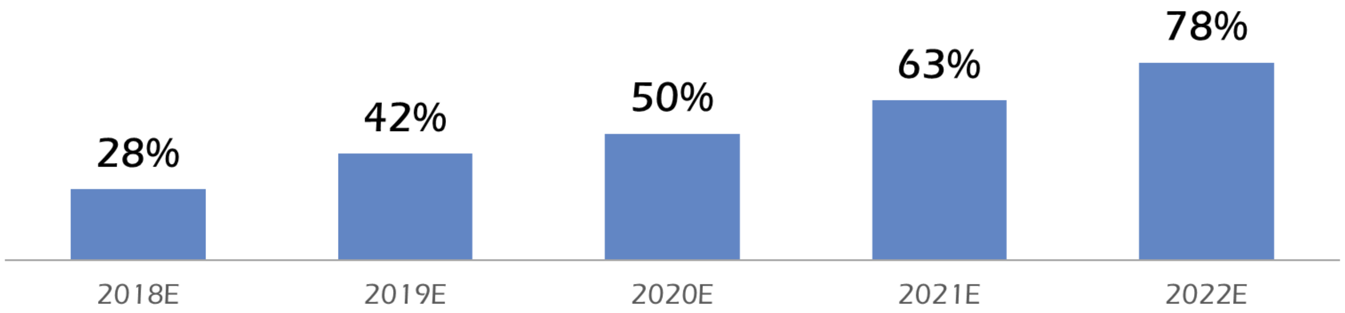
By 2022, nearly 80% of global volume generated from white-space or renewed products

- Portfolio expansion with white-space products
- Renewal of key high volume products
- More than 75% of capex relates to global brands
- Launch cadence designed to ensure high level of volume from new or renewed products throughout the Plan period

2018 – 2022 CAPEX



VOLUME FROM NEW OR RENEWED VEHICLES[1]



(1) Includes vehicles launched from 2017 to 2022

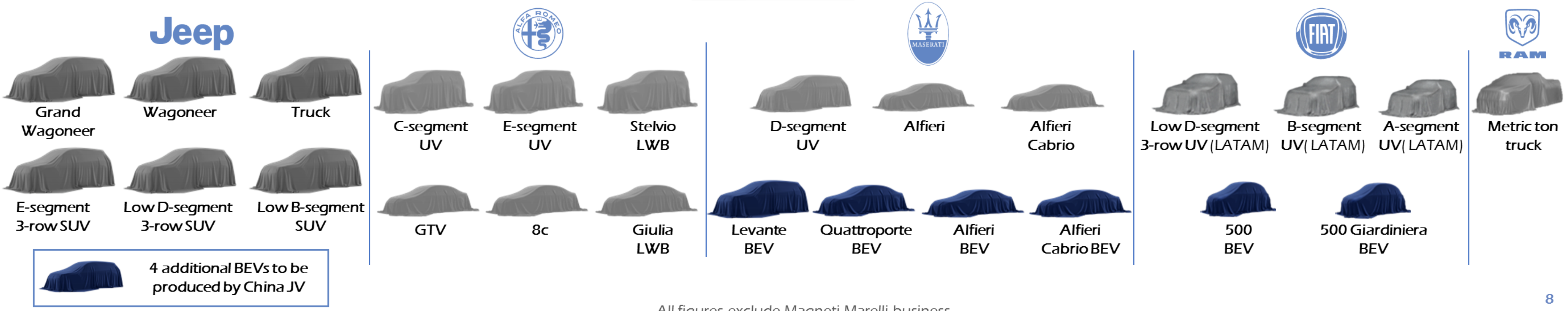
GROUP REVENUES

Top line growth from higher volumes and increased mix of Jeep, Alfa Romeo and Maserati products

- Net revenues to grow at ~7% CAGR from 2018 to 2022
- Product line expansion with 19 white-space products and 10 battery electric vehicles (BEV) introduced
- Jeep, Alfa Romeo, Maserati, Ram and Fiat Professional increase from ~65% of total Net revenues in 2017 to ~80% in 2022

NET REVENUES

WHITE-SPACE PRODUCTS AND BEVs



All figures exclude Magneti Marelli business.

COST SAVINGS

Industrial rationalization delivers cost savings of ~€10B over Plan period

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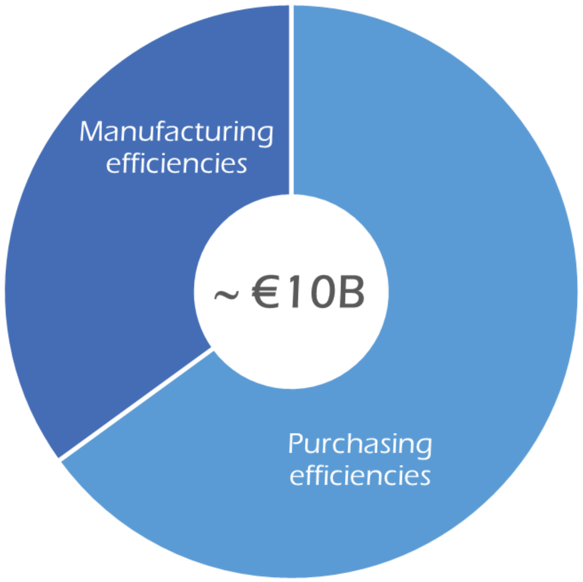
2018 – 2022 COST SAVINGS

Manufacturing efficiencies

- Continued focus on World Class Manufacturing
- Emphasis on process and quality improvements through digital manufacturing initiatives



Purchasing efficiencies

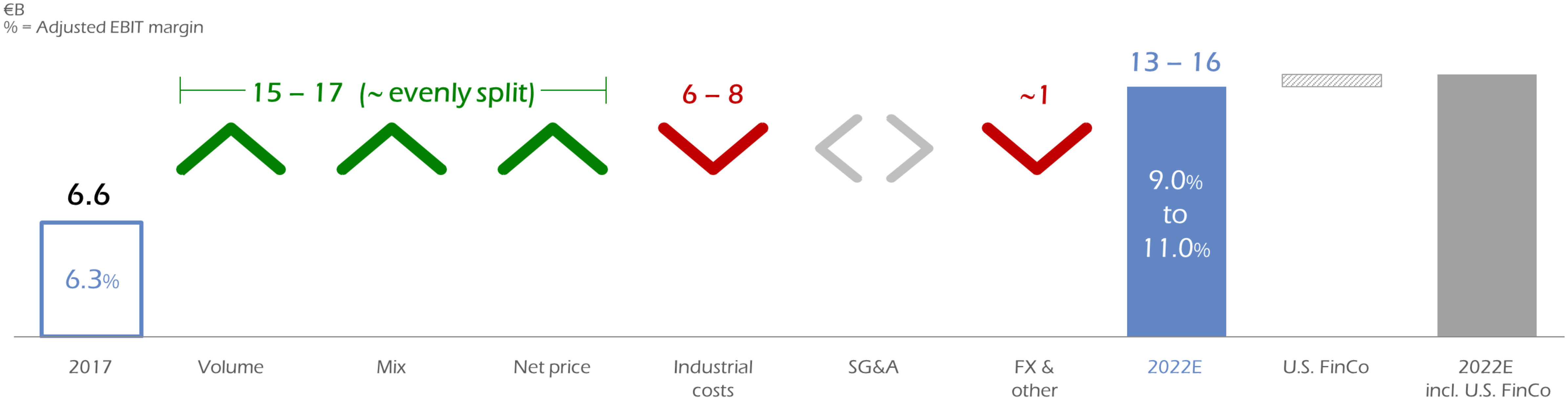
- Higher volume of common components from increased architecture sharing
- Focus on cost reduction processes as number of architectures is reduced

ARCHITECTURE CONVERGENCE

	2017	2022E
% of total volume from top 5 architectures	~60%	~80%
Total number of architectures	16	12

GROUP ADJUSTED EBIT WALK

Continued strong profitability growth with double-digit margin target



- All regions contribute to profit and margin improvement
- White-space products in most profitable and growing industry segments are key to improvement of financial performance
- Vehicles with high voltage electrification profitable, with pricing recovery on average of ~60% of incremental costs

All figures exclude Magneti Marelli business. Figures may not add due to rounding.
Refer to Appendix for the definition and reconciliation of Adjusted EBIT to applicable IFRS metric.

SEGMENT PERFORMANCE

Group to outpace industry growth worldwide, with double-digit margin targeted by end of Plan in nearly all segments

	Industry growth (2017 – 2022 CAGR)	2022 Margin Target
NAFTA	~ (1)%	10–12%
LATAM	~ 5%	10–12%
APAC	~ 3%	8–10%
EMEA	~ 2%	5–7%
Maserati	~ 2%[1]	~ 15%

- Investments in global brands driving profitability improvement in all regions
- Key product renewals in NAFTA and LATAM
- Higher JV income from product expansion and renewal of locally produced Jeep vehicles in China

(1) Represents premium segments excluding A, B and C segments

Source: IHS Global Insight, Ward's and Group estimates

NAFTA INDUSTRY DOWNTURN SCENARIO

Multiple levers available to remain profitable

NAFTA downturn assumptions

- 30% SAAR reduction in 2020 CY to 14.4M units
  - U.S. SAAR reduced to 12.0M units

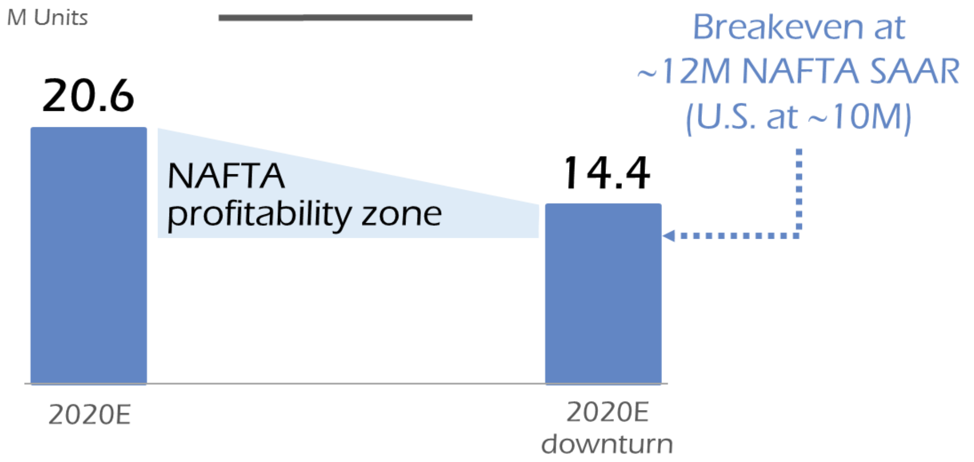
Cost actions to offset ~30% volume loss

- Variable labor costs down by ~30%
- Manufacturing costs down ~20% (excluding D&A)
- Advertising costs down ~30% consistent with volume decline
- G&A reduced ~10–20%

Group financial impacts

- Adjusted EBIT down ~€4B in the year
- Negative working capital effect of ~€3B absorbed by liquidity
- Free cash flow positive on a full-year basis, excluding negative working capital impact, with ability to retime a portion of capex if downturn persists

NAFTA SAAR



NAFTA region breakeven at ~10M units U.S. SAAR

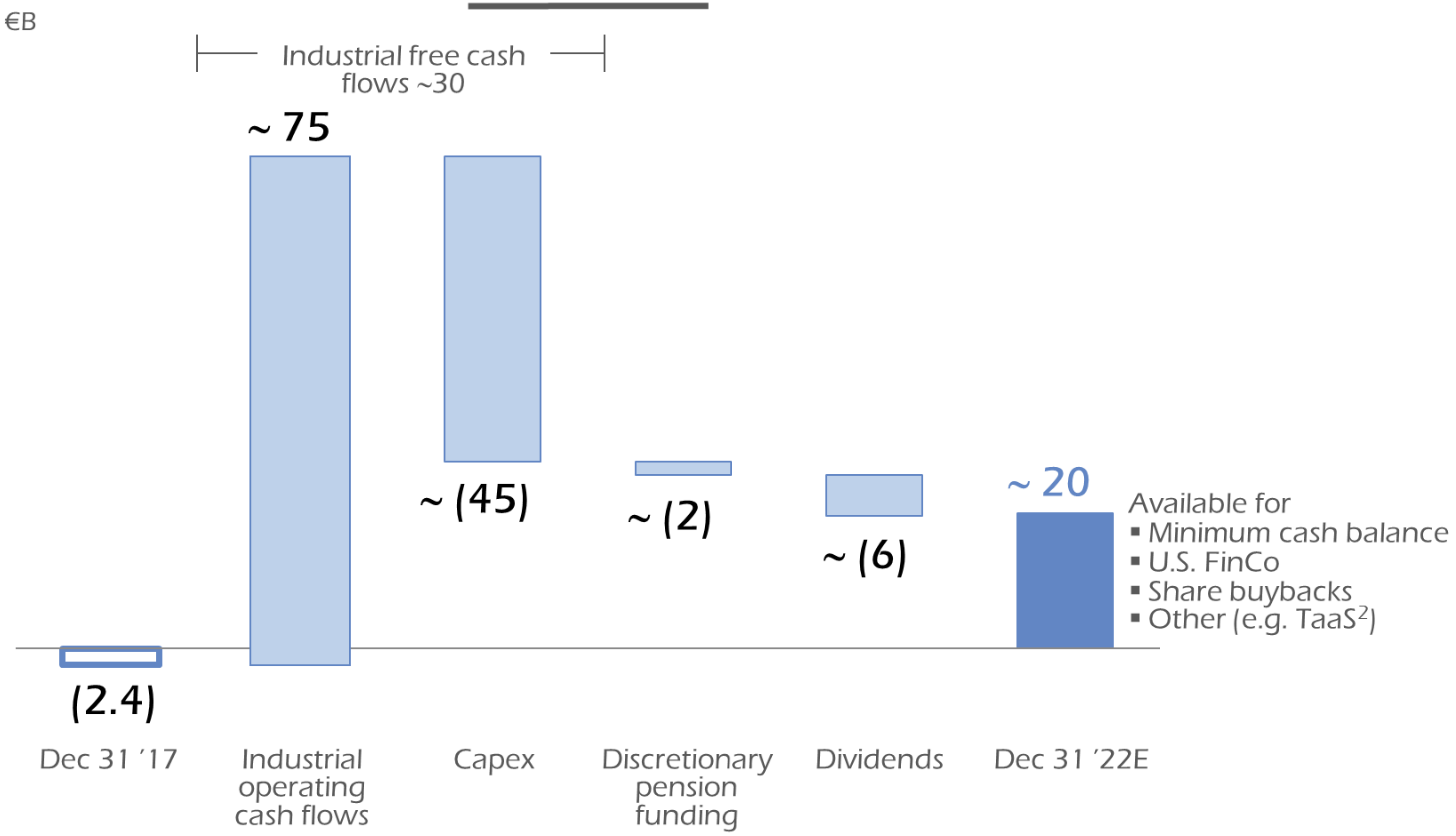
Global industry downturn scenario

- Assume all markets decline 30% in 2020
- Group financial impacts
  - Adjusted EBIT down ~€6B
  - Breakeven cash flow, excluding negative working capital impact of ~€5B absorbed by liquidity, with limited capex retiming

CASH GENERATION & CAPITAL ALLOCATION

Strong industrial cash flow generation provides new opportunities to further enhance shareholder value

NET INDUSTRIAL CASH (DEBT) WALK[1]



Capital allocation priorities

- Continue to invest in product, technology and infrastructure
- Discretionary pension funding while maintaining strong liquidity position
- Re-establish consistent shareholder remuneration practice
  - Dividend payout ratio of ~20% throughout the Plan
  - Share buybacks when value accretive
- Establish U.S. FinCo
- Target >20% return on invested capital[3]
- Continued capital deployment discipline for shareholder value maximization

Dividend payout ratio of ~20% throughout the Plan

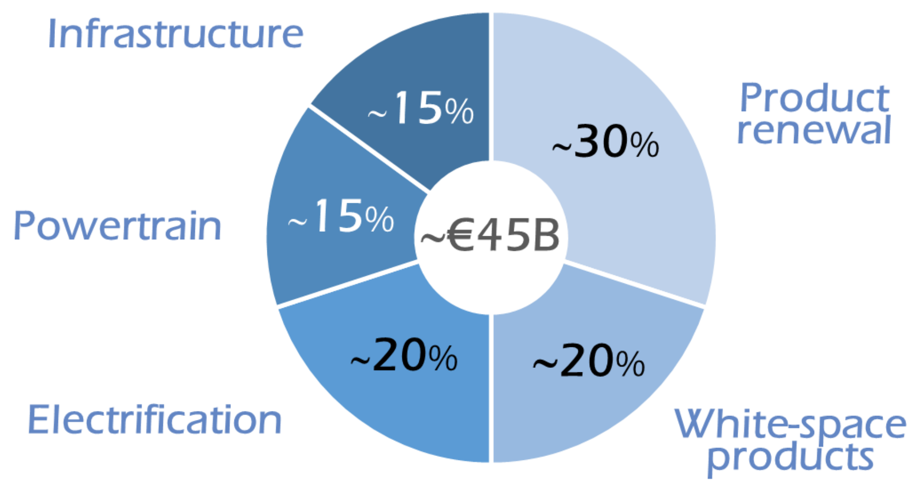
(1) Cash flows calculated based on mid-point of range of Key Financial Targets. Does not reflect the effect of any debt to be allocated to Magneti Marelli in connection with the separation
(2) Transportation-as-a-Service
(3) Return on invested capital defined as = Adjusted EBIT less tax at average effective rate / (Equity + Gross Industrial Debt – Goodwill – Brand Intangibles)

CAPEX

Spending peaks in 2020 reflecting investments in white-space products and electrification

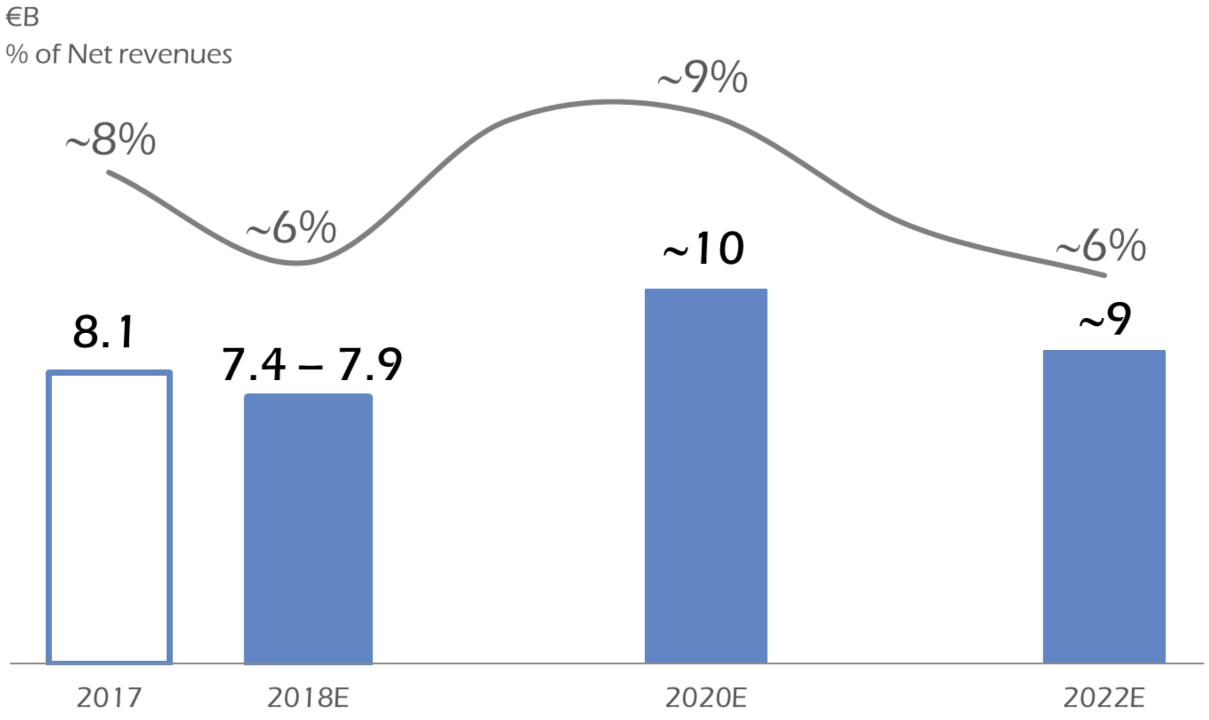
- Continued cadence of key product renewals
- Investments in white-space products to expand portfolio in high-margin segments
- Electrification investments facilitate regulatory compliance
- Average spending over Plan period at ~7% of Net revenues

2018-2022 CAPEX



CAPEX

(including capitalized development costs)



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LIQUIDITY AND DEBT

Efficient capital structure achieved through deleveraging, with longer debt maturity profile

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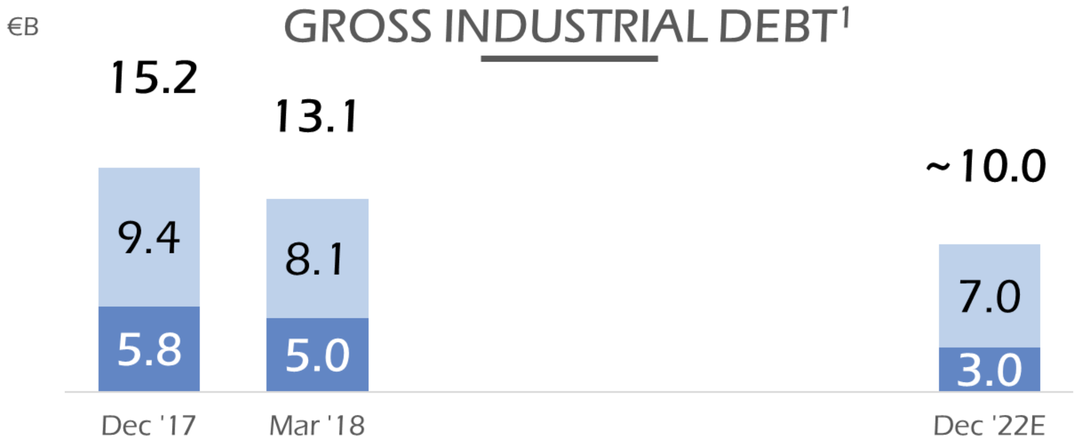

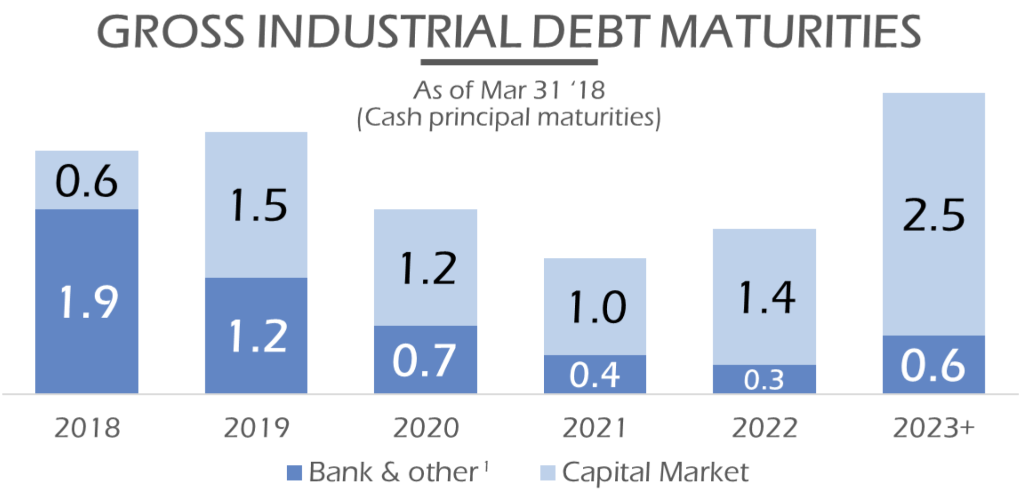

- Maintain strong liquidity of ≥ €20B to support business throughout the Plan
- Gross industrial debt reduced to ~€10B
- Annual debt maturities significantly reduced from prior Plan
- Finance charges of ~€1.2B in 2018, reduced below €1.0B for remainder of Plan period

(1) Net of intercompany receivables/payables and receivables with FCA Bank

CREDIT RATING PROFILE

Committed to achieve and maintain investment grade ratings

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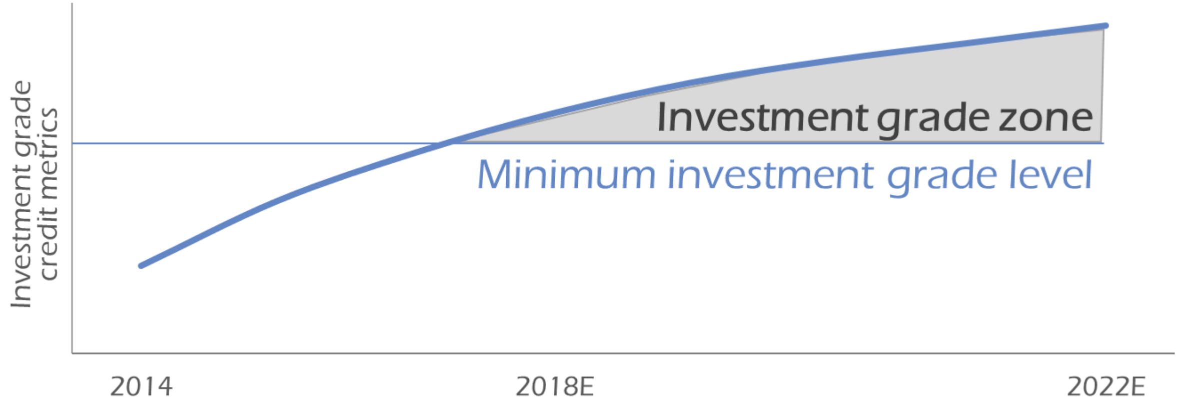
INVESTMENT GRADE CREDIT METRICS



	Current corporate rating	Outlook	Upgrades since 2015	Upgrades needed to achieve IG
S&P	BB+	Positive	2	1
Moody's	Ba2	Stable	2	2
Fitch	BB	Positive	1	2

Commitment to investment grade rating

- FCA credit ratings greatly improved since 2014, with main credit metrics already at investment grade (IG) in 2017
- Expect to be investment grade with at least two rating agencies by end of 2019

Benefits from investment grade ratings

- Lower cost of debt
- Increased access to capital
- Long bond tenors
- Opportunity to create U.S. FinCo

KEY FINANCIAL TARGETS (ex. Magneti Marelli)

Commitment to deliver continued growth

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€B, except as otherwise stated % = Adjusted EBIT margin	2017	2018E	2020E	2022E
Adjusted EBIT **Margin**	€6.6 6.3%	≥ €8.2 ~ 6.8%	€9.2 – 10.4 7.5 – 8.5%	€13.0 – 16.0 9.0 – 11.0%
Adjusted Diluted EPS (€)[1]	€2.3	~ €3.0	€4.0 – 4.6	€5.9 – 7.3
Industrial Free Cash Flows	€1.5	~ €6.2	€3.5 – 4.5	€7.5 – 10.0
Memo: Net Industrial Cash (Debt)[2]	(2.4)	~ 4.0	→	19.0 – 21.0

(1) Based on current shares outstanding and dilutive instruments
(2) Includes dividend payments and pension funding. Does not reflect cash outflows for share buybacks and U.S. FinCo or the effect of any debt to be allocated to Magneti Marelli in connection with the separation

All figures exclude Magneti Marelli business. Figures may not add due to rounding.
Refer to Appendix for the definitions and reconciliations of Adjusted EBIT, Adjusted diluted EPS, Industrial free cash flows and Net industrial cash (debt) to applicable IFRS metrics. Financial targets developed based on IFRS standards effective in 2018.

Appendix

Supplemental Financial Measures

FCA monitors its operations through the use of various supplemental financial measures that may not be comparable to other similarly titled measures of other companies. Accordingly, investors and analysts should exercise appropriate caution in comparing these supplemental financial measures to similarly titled financial measures reported by other companies. Group management believes these supplemental financial measures provide comparable measures of its financial performance which then facilitate management's ability to identify operational trends, as well as make decisions regarding future spending, resource allocations and other operational decisions.

FCA's supplemental financial measures are defined as follows:

- Earnings before interest, taxes, depreciation and amortization ("EBITDA") is computed starting with Net profit and adding back Net financial expenses, Tax expense/(benefit) and depreciation and amortization expense
- Adjusted earnings before interest and taxes ("Adjusted EBIT") excludes certain adjustments from Net profit including: gains/(losses) on the disposal of investments, restructuring, impairments, asset write-offs and unusual income/(expenses) that are considered rare or discrete events that are infrequent in nature, and also excludes Net financial expenses and Tax expense/(benefit)
- Adjusted net profit is calculated as Net profit excluding post-tax impacts of the same items excluded from Adjusted EBIT, as well as financial income/(expenses) and tax income/(expenses) considered rare or discrete events that are infrequent in nature
- Adjusted diluted EPS is calculated by adjusting Diluted EPS for the post-tax impact of the same items excluded from Adjusted EBIT, as well as financial income/(expenses) and tax income/(expenses) considered rare or discrete events that are infrequent in nature
- Industrial free cash flows is calculated as Cash flows from operating activities less: cash flows from operating activities related to financial services, net of eliminations; Investment in property, plant and equipment and intangible assets; and adjusted for discretionary pension contributions in excess of those required by the pension plans.
- Net industrial cash/(debt) is computed as: Debt plus derivative financial liabilities related to industrial activities less (i) cash and cash equivalents, (ii) certain current debt securities, (iii) current financial receivables from Group or jointly controlled financial services entities and (iv) derivative financial assets and collateral deposits; therefore, debt, cash and cash equivalents and other financial assets/liabilities pertaining to financial services entities are excluded from the computation of Net industrial cash/(debt)

  Net industrial cash/(debt) should not be considered as a substitute for cash flows or other financial measures under IFRS; in addition, Net industrial cash/(debt) depends on the amount of cash and cash equivalents at each balance sheet date, which may be affected by the timing of monetization of receivables and the payment of accounts payable, as well as changes in other components of working capital, which can vary from period to period due to, among other things, cash management initiatives and other factors, some of which may be outside of the Group's control. Net industrial cash/(debt) should therefore be evaluated alongside these other measures as reported under IFRS for a more complete view of the Company's capital structure and liquidity.

RECONCILIATIONS

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Net profit to Adjusted EBIT[1]

€B, except as otherwise stated	2017
Net Profit	**3.5**
Tax expense	2.7
Net financial expenses	1.5
Adjustments[2]:	
Reversal of a Brazilian indirect tax liability	(0.9)
Restructuring costs	0.1
Impairment expense	0.2
Other, net	–
Total Adjustments	(0.6)
Adjusted EBIT	**7.1**
Less pro-forma amounts attributable to Magneti Marelli	(0.5)
Pro-forma Adjusted EBIT excluding Magneti Marelli	**6.6**

(1) Reconciliations are only provided to the most directly comparable IFRS financial statement line item for Adjusted EBIT, Adjusted net profit and Adjusted diluted EPS for historical periods as the income or expense excluded from these non-GAAP financial measures in accordance with our policy are, by definition, not predictable and uncertain

(2) Refer to either page 221 of our 2017 Annual Report or page F-87 of the Form 20-F annual report , respectively published and filed with the United States Securities and Exchange Commission on February 20, 2018 for additional descriptions of the Adjustments.

Figures may not add due to rounding

Net profit to Adjusted net profit[1]

€B, except as otherwise stated	2017
Net Profit	**3.5**
Total Adjustments	(0.6)
Tax Impact on Adjustments	–
Brazil deferred tax asset write-off	0.5
Reduction of deferred tax assets related to reversal of a Brazilian indirect tax liability	0.3
Impact of U.S. tax reform	0.1
Total Adjustments, net of tax	0.3
Adjusted net profit	**3.8**
Less pro-forma amounts attributable to Magneti Marelli	(0.3)
Pro-forma Adjusted net profit excluding Magneti Marelli	**3.5**

Diluted EPS to Adjusted diluted EPS[1]

	2017
Diluted EPS (€/share)	**2.2**
Impacts of Adjustments on Diluted EPS	0.2
Adjusted diluted EPS	**2.4**
Pro-forma impact attributable to Magneti Marelli	(0.1)
Pro-forma Adjusted diluted EPS excluding Magneti Marelli	**2.3**
Weighted average number of shares outstanding for Diluted EPS ('000s)	1,556,306

RECONCILIATIONS *(cont'd)*

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Cash flows from operating activities to Industrial free cash flows

€B, except as otherwise stated	2017
Cash flows from operating activities	**10.4**
Less:	
Operating cash flows not attributable to industrial activities	(0.1)
Capital expenditures for industrial activities	(8.7)
Industrial free cash flows	1.6
Less pro-forma amounts attributable to Magneti Marelli	(0.1)
Pro-forma Industrial free cash flows excluding Magneti Marelli	**1.5**

Debt to Net industrial cash (debt)

€B, except as otherwise stated	Dec 31 '17
Debt	**(18.0)**
Current financial receivables from jointly-controlled financial services companies	0.3
Derivative financial assets/(liabilities), net and collateral deposits	0.2
Current Available-for-sale and Held-for-trading securities	0.2
Cash and cash equivalents	12.6
Debt classified as held for sale	–
Net debt	(4.7)
Less: Net financial services debt	2.3
Net industrial debt	**(2.4)**