



TRÉMERY-METZ, FRANCE VISIT



June 29, 2022

This presentation contains forward-looking statements. In particular, statements regarding future financial performance and the Company's expectations as to the achievement of certain targeted metrics, including revenues, industrial free cash flows, 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 Company'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 continued impact of unfilled semiconductor orders; the Company's ability to realize the anticipated benefits of the merger; the continued impact of the COVID-19 pandemic; the Company's ability to launch new products successfully and to maintain vehicle shipment volumes; the Company's ability to successfully manage the industry-wide transition from internal combustion engines to full electrification; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclicity; changes in local economic and political conditions; changes in trade policy, 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 Company's ability to produce or procure electric batteries with competitive performance, cost and at required volumes; the Company's ability to offer innovative, attractive products and to develop, manufacture and sell vehicles with advanced features including

enhanced electrification, connectivity and autonomous driving characteristics; various types of claims, lawsuits, governmental investigations and other contingencies, including product liability and warranty claims and environmental claims, investigations and lawsuits; material operating expenditures in relation to compliance with environmental, health and safety regulations; the level of competition in the automotive industry, which may increase due to consolidation; exposure to shortfalls in the funding of the Company's defined benefit pension plans; the Company's ability to provide or arrange for access to adequate financing for dealers and retail customers and associated risks related to the establishment and operations of financial services companies; the Company's ability to access funding to execute its business plans; a significant malfunction, disruption or security breach compromising information technology systems or the electronic control systems contained in the Company's vehicles; the Company's ability to realize anticipated benefits from joint venture arrangements; disruptions arising from political, social and economic instability; risks associated with the Company's relationships with employees, dealers and suppliers; increases in costs, disruptions of supply or shortages of raw materials, parts, components and systems used in the Company's vehicles; the Company's ability to maintain effective internal controls over financial reporting; 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.

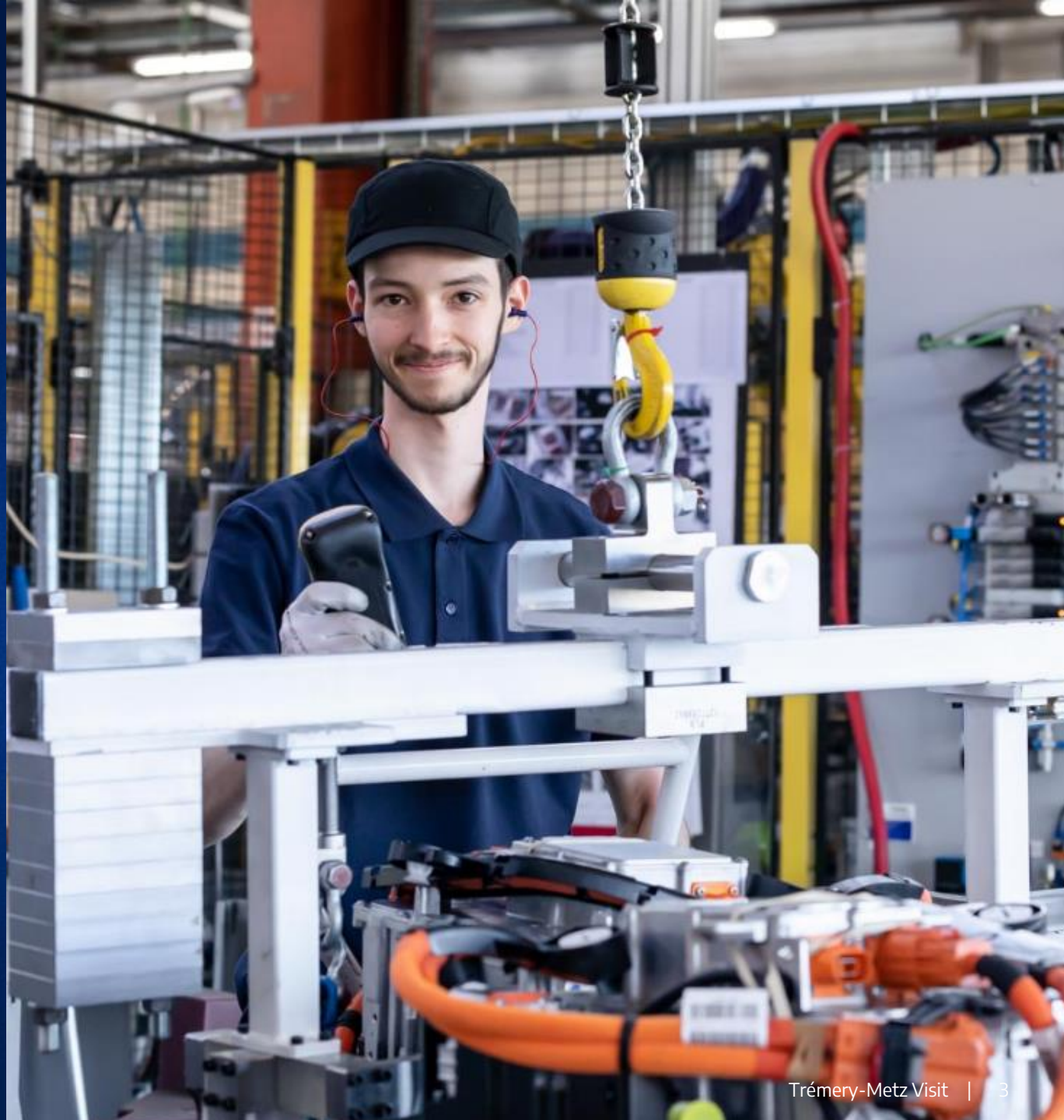
Any forward-looking statements contained in this document speak only as of the date of this document and the Company disclaims any obligation to update or revise publicly forward-looking statements. Further information concerning the Company and its businesses, including factors that could materially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



ELECTRIFICATION INDUSTRIAL STRATEGY



Arnaud DEBOEUF
Chief Manufacturing Officer



CARBON NET ZERO BY 2038

CARE

-50%
Carbon Footprint
tCO₂eq/veh vs 2021

#1
Customer Satisfaction
Services & Products
Syndicated surveys data

TECH

100% BEV EU
50% BEV U.S.

Refers to BEV Sales Mix
PC in EU, PC+LD Trucks in U.S.
Assuming conducive public policies

DIGITAL REVOLUTION
SW, AI, AD

VALUE

**7 ACCRETIVE
BUSINESSES**
with their own P&L

>25%
Revenues outside
growing EE & NA

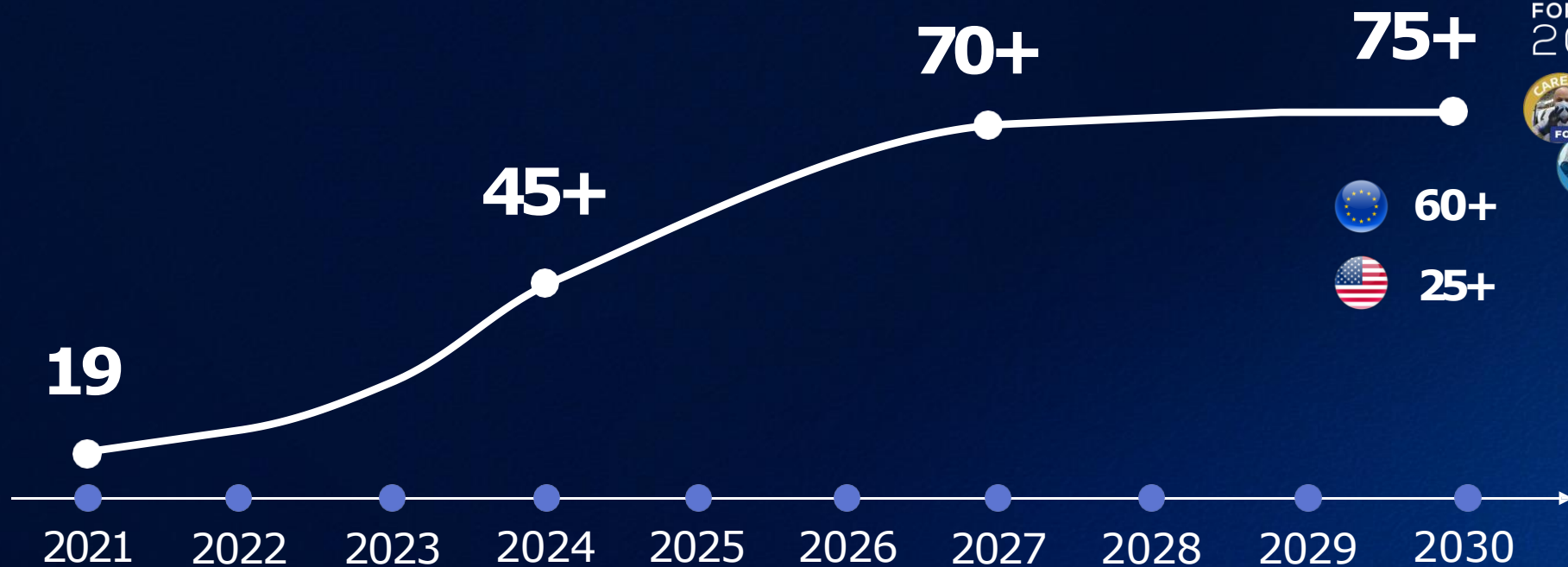
2x Revenues
Sustainable double-digit AOI margins
Revenues vs 2021
AOI margin through plan period

Note: unless otherwise stated, all targets are related to 2030

BEV ROLL OUT



BEV Portfolio⁽¹⁾



BEV only launches



BEV Sales⁽²⁾ (million units)



(1) Sum of EU and NA portfolios above global portfolio due to models present in both regions

(2) Based on current assessment of future markets & regulations, assuming conducive public policies (charging infrastructure, purchasing incentives)

CONFIRMING EV DAY COMMITMENTS



4 STLA platforms (S, M, L, F) & 3 EDM families

€30B+

Investment 2021-2025⁽¹⁾

Converting plants to full BEV

New value chain

• e-Powertrain



• 5 Gigafactories



• Charging



Solid-state technology



Raw Material Availability



North America

~150



Europe

~250

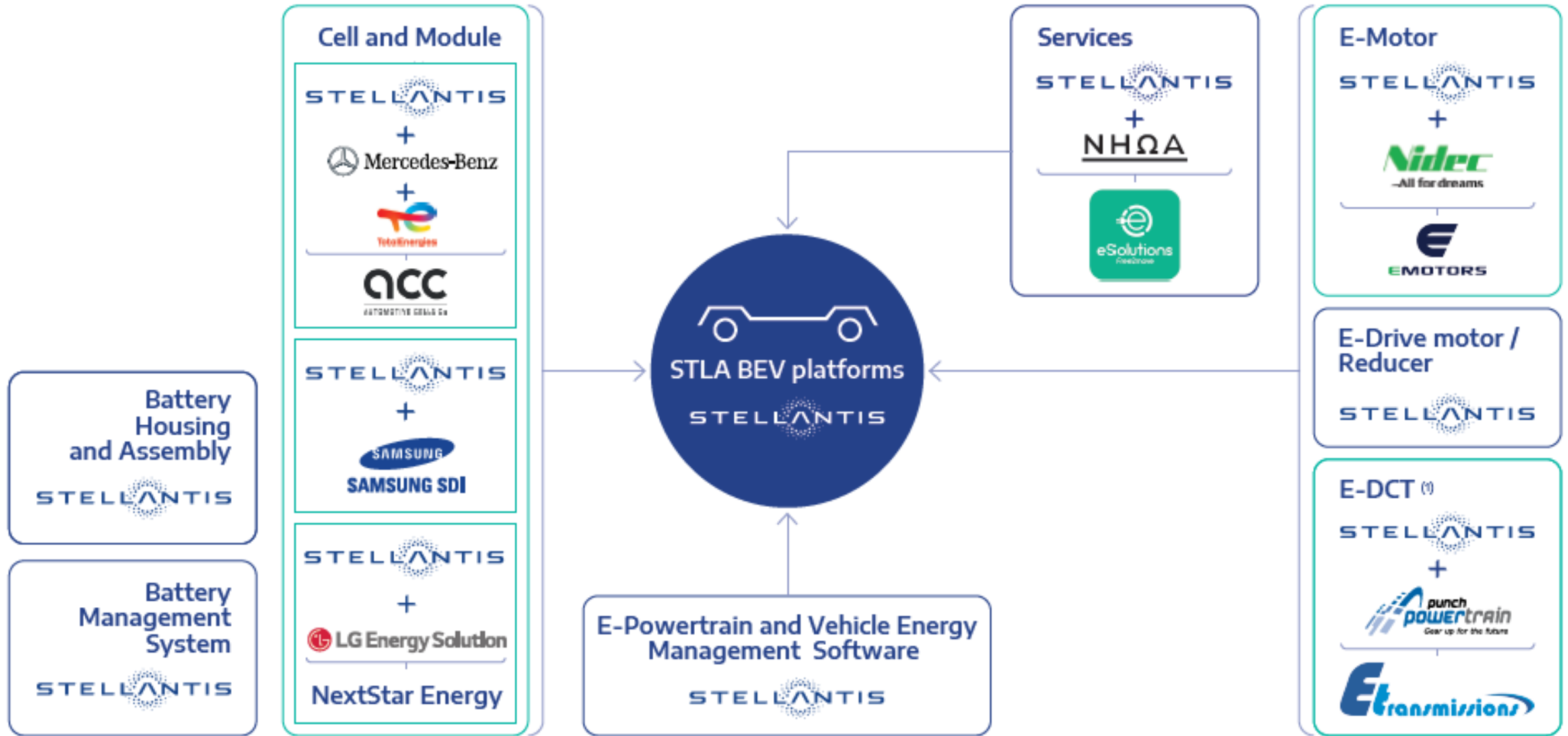
(1) Investment covering electrification and software

5 Battery Plants + 2 Battery Labs to Advance Our Electric Vehicle Production



5 million battery electric vehicle sales by 2030
400 GWh planned battery capacity

INCREASING CONTROL OF THE GLOBAL ELECTRIFICATION VALUE CHAIN



— Stellantis — Partnership with Stellantis (1) For hybrid and plug-in hybrid

June 2022

POWERED BY OUR DIVERSITY, WE LEAD THE WAY THE WORLD MOVES



— WE ARE
CUSTOMER CENTRIC



— WE WIN
TOGETHER



— WE ARE AGILE
AND INNOVATIVE



— WE CARE FOR
THE FUTURE





TRÉMERY-METZ
TRANSFORMATION IN ACTION



MARC BAUDEN
Plant Manager





3 players:



2 sites :



Trémery: engines plant



Metz: gearboxes plant

3,470 employees

1.8 M units in 2021

Leading private local employer in Lorraine

TRÉMERY PLANT OVERVIEW

Since 1979



SURFACE

265 000 sqm Covered
0,115 sqm per unit



PRODUCTS

Diesel: **DW** and **DV**, Gasoline: **EB**
Electric: **e-PWT**



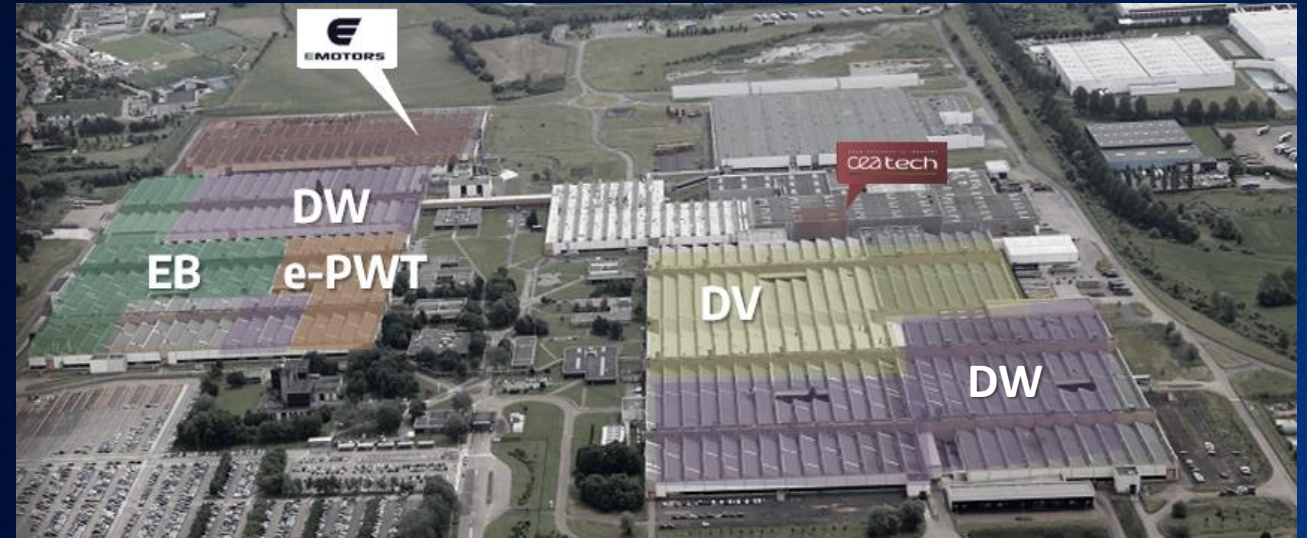
WORKING MODEL

7days/24hours



PEOPLE

2 370



DW



**Diesel HDi (2l - 2,2l)
4 cylinders**

1,450 engines/day

DV 5R



**Diesel : HDi (1,5l)
4 cylinders**

2,400 engines/day

EB



**EB NA & turbo (1,2l)
3 cylinders**

1,250 engines/day

e-PWT



**e-PWT:
Continuous power
100kW**

1,400 e-PWT/day



M3



**M3:
Electric machine
125kW @350 V**

SOP Sept. 2022

Since 1969



SURFACE

123 700 sqm Covered
0,110 sqm per unit



PRODUCTS

2 manual transmissions
MA and **ML**



WORKING MODEL

7days/24hours



PEOPLE

1 100



MA



Manual gearbox
5 speeds

1,350/day

ML



Manual gearbox
5 or 6 speeds

2,144/ day



e-DCT Hybrid



e-Dual Clutch
Transmission
48 V – 165 Nm
SOP early 2023

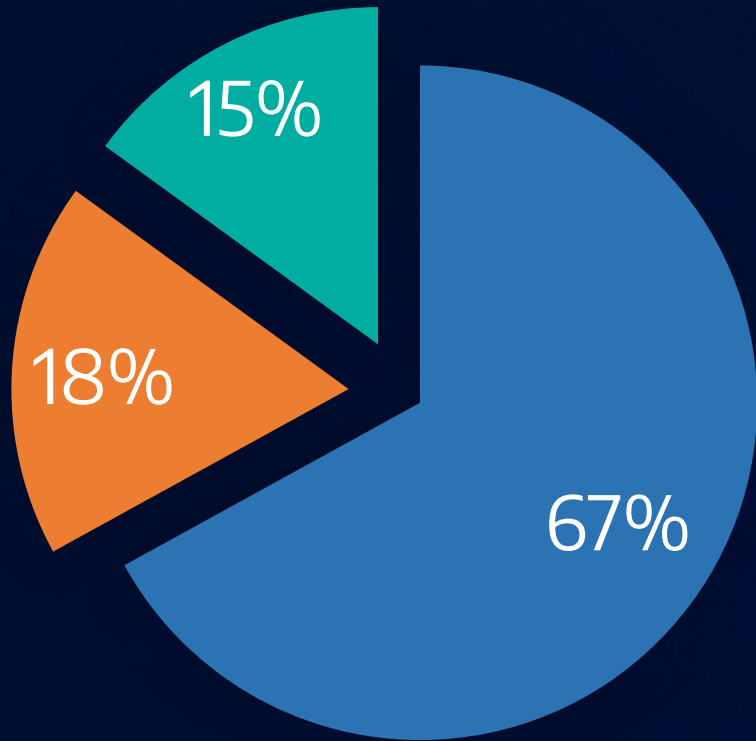


Trémery-Metz Transformation in Action

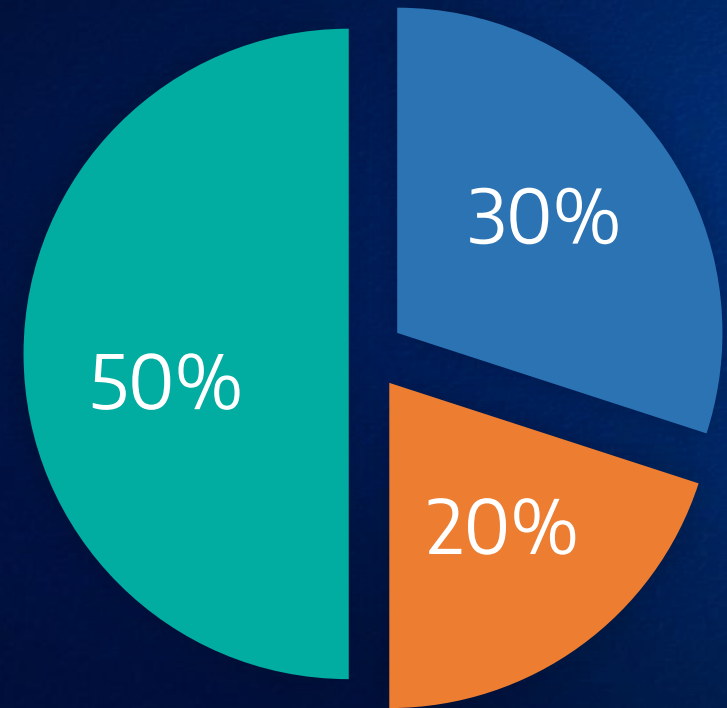
EVOLUTION OF TRÉMERY



2021 Trémery energy mix
Stellantis production



2024 Trémery energy mix
Stellantis and Emotors production



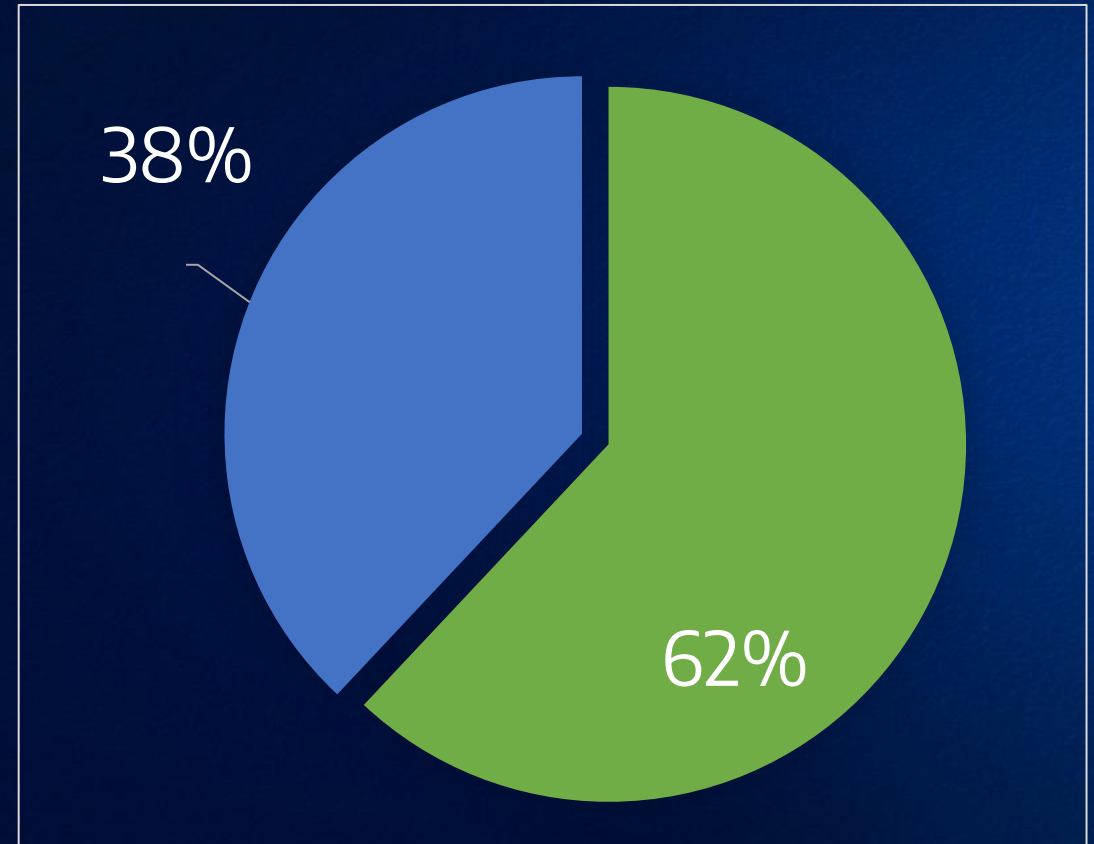
■ Diesel ■ Gasoline ■ Elec

EVOLUTION OF METZ

2021 Metz mix
Stellantis production



2024 Metz mix
Stellantis and e-Transmissions production



Manual gearboxes e-DCT

TRANSFORMATION KEY DATES

2017 All time record of production 3 M units

2018 Transition from 2 DV workshops to 1 only

2019 Launch of e-PWT line 1

2020 e-PWT line 1 capacity increase

2021 Launch of fully flexible e-PWT line 2

2022 launch of EB Turbo Generation III engine

2022 Launch M3 BEV e-machine and M2 for PHEV by Emotors

2023 Launch e-DCT MHEV by e-Transmissions

2023 Launch M4 BEV e-machine by Emotors

2023 Launch e-DCT PHEV by e-Transmissions



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EB Gen3 eDCT 48V HYBRID PROPULSION SYSTEM



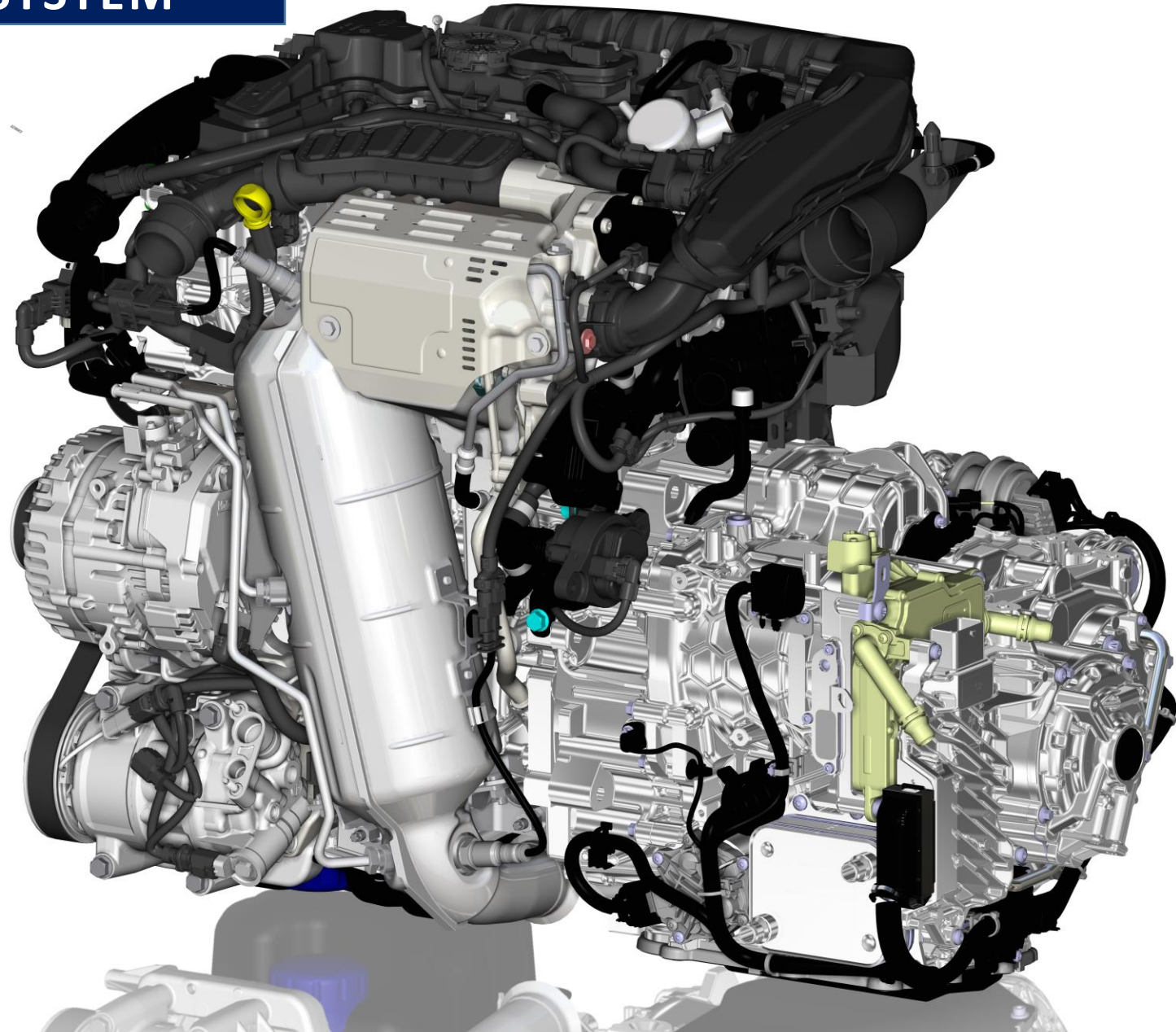
Christian MUELLER

Senior Vice President

Engineering - Propulsion Systems, Enlarged Europe



EB Gen3 eDCT 48V HYBRID PROPULSION SYSTEM



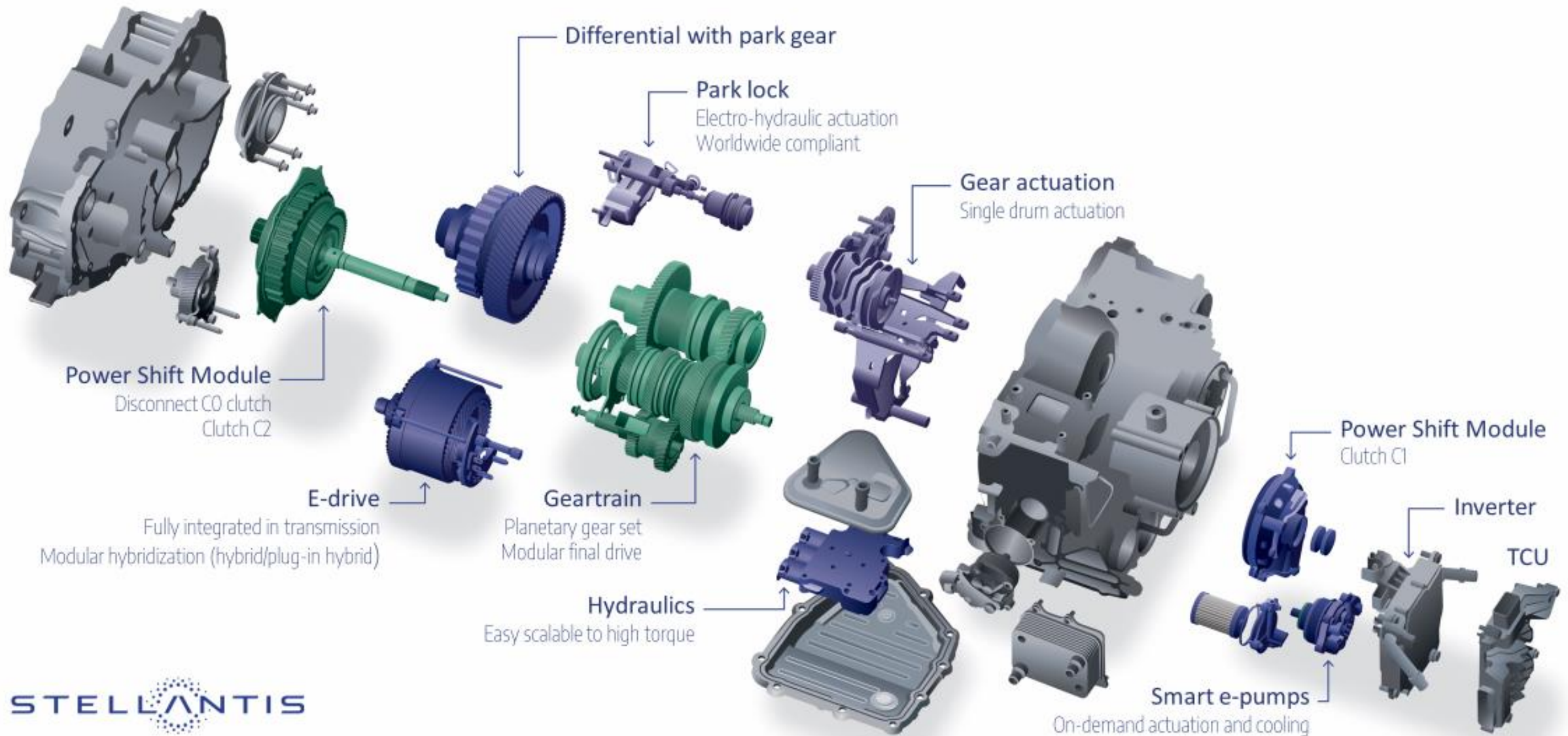
1.2 PURE TECH EB GEN3

- 136 CV/100 kW
- 230 Nm



- Miller Cycle
- Variable Geometry Turbocharger (VGT)
- Direct Injection 350 bar
- Central feed cam phasers (VVT)
- Cylinder block for chain compatibility
- Low friction silent chain drive
- Low friction valvetrain (RFF)
- Low height cylinderhead with cam carrier
- Hybrid compatibility
(bearing, oil pan, cylinder block, water circuit, WOB)

eDCT HYBRID TRANSMISSION



eDCT PLUG-IN HYBRID TRANSMISSION

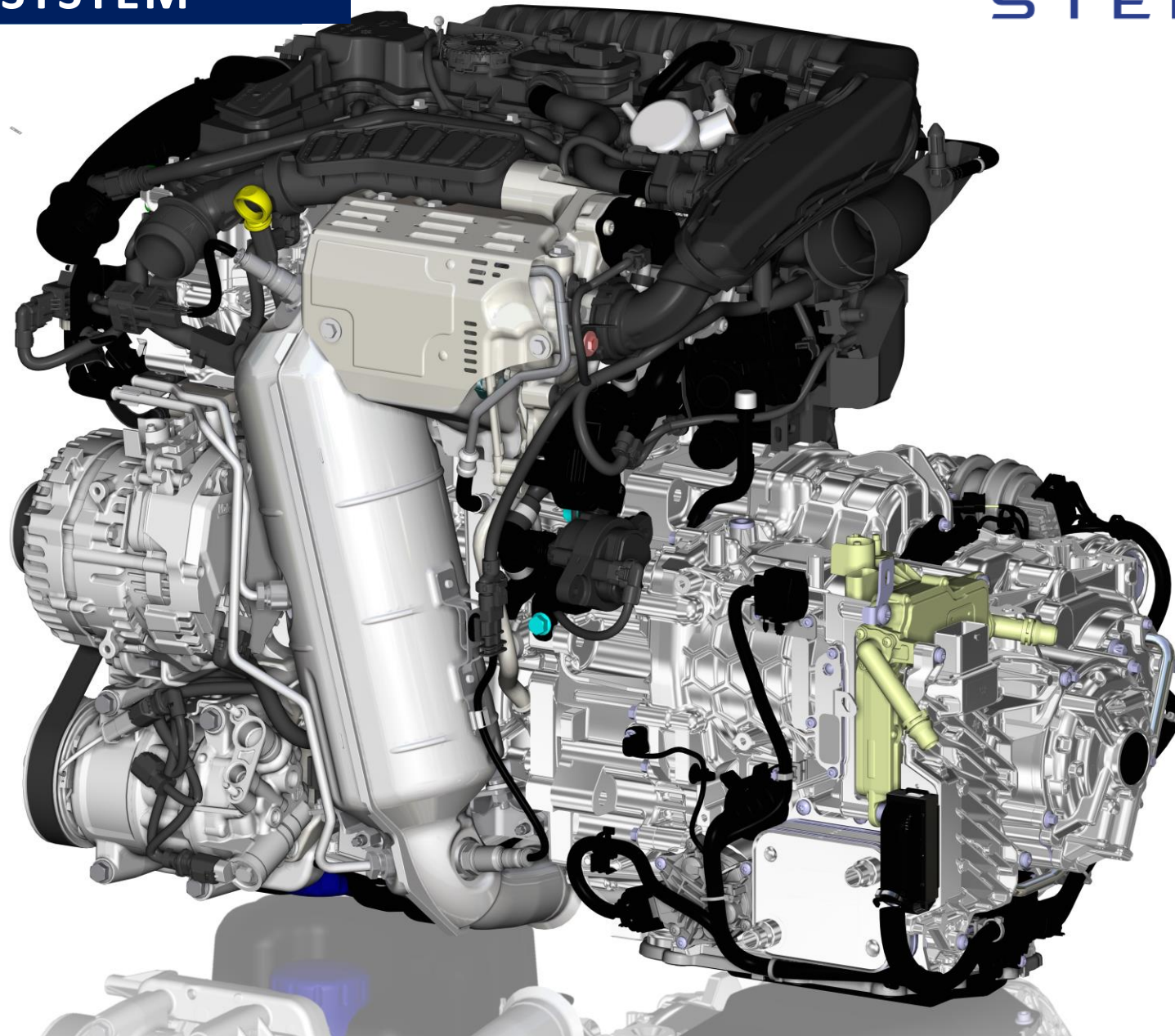
93% of components in common with the eDCT hybrid



EB Gen3 eDCT 48V HYBRID PROPULSION SYSTEM



Q&A



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STELLANTIS