

FIAT GROUP CLOSSES 2009 WITH TRADING PROFIT AT €1.1 BILLION AND NET INDUSTRIAL DEBT AT €4.4 BILLION, BOTH AHEAD OF GUIDANCE. LIQUIDITY REINFORCED TO €12.4 BILLION. OUTLOOK FOR 2010 REMAINS POSITIVE. BOARD TO PROPOSE €237 MILLION IN DIVIDENDS.

- Revenues of €50.1 billion were down 16% over the record 2008 level (€59.6 billion), but Q4 improved 3.6% over 2008.
- Trading profit was €1.1 billion (2008: €3.4 billion), with a strong contribution from the Automobiles business.
- Trading margin was 2.1%. Sequential quarter-by-quarter improvements were achieved during the year as aggressive cost containment measures took effect and market demand stabilised.
- Net loss of €0.8 billion, which includes the impact of €0.6 billion in unusual charges (2008: profit of €1.7 billion).
- Net industrial debt level was reduced to €4.4 billion (2008: €5.9 billion) and liquidity increased significantly to €12.4 billion (2008: €3.9 billion).
- On the basis of the combined net income performance of the Group in 2008 and 2009, the Board of Directors is recommending an aggregate dividend across the 3 classes of shares of €237 million (excluding own-shares).
- 2010 top line growth is expected in the range of 3-6%, with trading profit of €1.5 billion and net debt levels below €5 billion.

The Board of Directors of Fiat S.p.A. met today in Turin under the chairmanship of Luca Cordero di Montezemolo to approve the Group's full year and fourth quarter 2009 results.

FIAT GROUP Income Statement – Full Year		
(€ millions)	2009	2008
Net revenues	50,102	59,564
% change	-15.9	
Trading profit/(loss)	1,058	3,362
Change	-2,304	
Trading margin (%)	2.1	5.6
Operating profit/(loss)	359	2,972
Change	-2,613	
Profit/(loss) before taxes	(367)	2,187
Change	-2,554	
Profit/(loss)	(848)	1,721
Change	-2,569	
EPS (€)		
ordinary shares	(0.677)	1.290
preference shares	(0.677)	1.290
savings shares	(0.677)	1.445

FIAT GROUP Income Statement – 4 th Quarter		
(€ millions)	2009	2008
Net revenues	13,601	13,133
% change	3.6	
Trading profit/(loss)	488	663
Change	-175	
Trading margin (%)	3.6	5.0
Operating profit/(loss)	63	256
Change	-193	
Profit/(loss) before taxes	(119)	(79)
Change	-40	
Profit/(loss)	(283)	180
Change	-463	
EPS (€)		
ordinary shares	(0.227)	0.132
preference shares	(0.227)	0.132
savings shares	(0.227)	0.132

- Group revenues were €50.1 billion, down 15.9% year-on-year. The significant declines in demand experienced by all businesses in H1 (-23.8% y-o-y) reduced substantially during the second half (-6.6% y-o-y):
 - Fiat Group Automobiles (FGA) achieved revenues of €26.3 billion, 2.4% below 2008, on a total of 2,150,700 cars and light commercial vehicles delivered (in line with 2008). FGA closed the year with its highest ever Q4 revenues. Full year market share for passenger cars increased in Western Europe (+0.6 pp to 8.8%), with increases in Italy (+0.9 pp to 32.8%) and several other key markets. Fiat maintained its leading position in Brazil, with an overall share of 24.5% in a market that grew 12.6%.
 - Agricultural and Construction Equipment (CNH) revenues were down 20.9% to €10.1 billion reflecting the severe global construction equipment industry decline and weaker market conditions for the agricultural business (compared to record high 2008 levels, particularly for combines). CNH achieved share gains for higher-powered tractors in North America and for combines in Latin America. For construction equipment, market share improved in Latin America for both the heavy and light segments.
 - Trucks and Commercial Vehicles (Iveco) reported full year revenues of €7.2 billion (-34.1%), with declines in vehicles delivery (-45.9% to 103,866 units) reflecting the sharp market decline, especially in Europe and in the heavy segment.
- Trading profit was €1.1 billion (2008: €3.4 billion). Despite significantly weaker demand, particularly in H1, consistent quarter-by-quarter improvements were achieved in trading margin primarily through realignment of production levels and aggressive cost containment:
 - FGA achieved a trading profit of €470 million (2008: €691 million), with cost containment measures and volume recovery in H2 only partially compensating for the fall in demand in the first half and a less favourable product mix.
 - CNH reported trading profit of €337 million for the year (2008: €1,122 million). Rigorous cost containment and positive pricing only partially offset the drastic volume declines in the construction equipment market.
 - Iveco posted a trading profit of €105 million (2008: €838 million). Despite the severe drop in volumes over 2008 levels, decisive cost reduction measures yielded a positive result and trading margin increased quarter-by-quarter. After sales activities, Latin America and the special vehicles business, seasonally stronger in the latter part of the year, also provided positive contributions.



- Net industrial debt was reduced €1.5 billion to €4.4 billion, driven primarily by rigorous working capital management, including significant destocking across all businesses.
- Liquidity at year-end stood at €12.4 billion, guaranteeing the Group adequate resources to cover scheduled maturities well beyond 2011.
- The Group re-accessed European and US capital markets in the second half, raising nearly €5 billion through 4 significantly over-subscribed bond issues.

Group results

Group **revenues** for 2009 totalled €50.1 billion, a 15.9% decrease over 2008. Demand was impacted significantly by the global economic slowdown. The levels of decline experienced in the second half of the year, however, were more contained than for the first six months.

FIAT GROUP Revenues by business – Full Year		
(€ million)	2009	2008
Automobiles (Fiat Group Automobiles, Maserati, Ferrari)	28,351	29,380
% change	-3.5	
Agricultural and Construction Equipment (CNH)	10,107	12,781
% change	-20.9	
Trucks and Commercial Vehicles (Iveco)	7,183	10,894
% change	-34.1	
Components & Production Systems (FPT, Magneti Marelli, Teksid, Comau)	10,327	13,793
% change	-25.1	
Other Businesses	1,096	1,394
% change	-21.4	
Eliminations	(6,962)	(8,678)
Total	50,102	59,564
% change	-15.9	

Following adoption of improvements to IAS 16, 2008 revenues for CNH and Iveco have been restated by €58 million and €126 million, respectively, resulting in a combined increase in consolidated revenues of €184 million. This restatement had no effect on trading or net profit.

For the **fourth quarter** of 2009, Fiat Group recorded €13.6 billion in revenues, representing a 3.6% increase over the final quarter of 2008, when the effects of the economic downturn had already begun to heavily impact volumes.

FIAT GROUP Revenues by business – 4 th Quarter		
(€ million)	2009	2008
Automobiles (Fiat Group Automobiles, Maserati, Ferrari)	7,815	6,333
% change	23.4	
Agricultural and Construction Equipment (CNH)	2,381	3,051
% change	-22.0	
Trucks and Commercial Vehicles (Iveco)	2,172	2,361
% change	-8.0	
Components & Production Systems (FPT, Magneti Marelli, Teksid, Comau)	2,872	2,754
% change	4.3	
Other Businesses	296	357
% change	-17.1	
Eliminations	(1,935)	(1,723)
Total	13,601	13,133
% change	3.6	

Following adoption of improvements to IAS 16, revenues for CNH and Iveco for Q4 2008 have been restated by €14 million and €27 million, respectively, representing a combined increase in consolidated revenues of €41 million. This restatement had no effect on trading or net profit.

The Group's full year **trading profit** was €1,058 million, compared with €3,362 million for 2008. Decisive cost containment measures helped mitigate the impact of revenue declines, contributing to the achievement of a 2.1% trading margin.

FIAT GROUP Trading profit/(loss) by business – Full Year		
(€ million)	2009	2008
Automobiles (Fiat Group Automobiles, Maserati, Ferrari)	719	1,102
<i>Change</i>	-383	
Agricultural and Construction Equipment (CNH)	337	1,122
<i>Change</i>	-785	
Trucks and Commercial Vehicles (Iveco)	105	838
<i>Change</i>	-733	
Components & Production Systems (FPT, Magneti Marelli, Teksid, Comau)	(40)	402
<i>Change</i>	-442	
Other Businesses and Eliminations	(63)	(102)
<i>Change</i>	39	
Total	1,058	3,362
<i>Change</i>	-2,304	

For the **fourth quarter** of 2009, trading profit was €488 million, compared with €663 million for the same period in 2008. The trading margin of 3.6% confirmed the steady quarterly margin recovery achieved during each quarter of 2009.

FIAT GROUP Trading profit/(loss) by business – 4 th Quarter		
(€ million)	2009	2008
Automobiles (Fiat Group Automobiles, Maserati, Ferrari)	257	202
<i>Change</i>	55	
Agricultural and Construction Equipment (CNH)	99	241
<i>Change</i>	-142	
Trucks and Commercial Vehicles (Iveco)	77	187
<i>Change</i>	-110	
Components & Production Systems (FPT, Magneti Marelli, Teksid, Comau)	77	32
<i>Change</i>	45	
Other Businesses and Eliminations	(22)	1
<i>Change</i>	-23	
Total	488	663
<i>Change</i>	-175	

Operating profit was €359 million for 2009, compared with €2,972 million for 2008. The decrease reflected the lower trading profit for the year (-€2,304 million). Net unusual expense of €699 million (net unusual expense of €390 million for 2008) consisted of €312 million in restructuring costs (€165 million for 2008), in addition to €391 million in other unusual items (€245 million for 2008), which included write-downs by the Automobiles business of certain investments in platforms and architectures related to the

strategic realignment with Chrysler Group LLC, in addition to other asset write-downs recognized by various Sectors as a consequence of the current global economic crisis.

Net financial expense totalled €753 million (€947 million for 2008) and included a €117 million gain in the mark-to-market value of two stock option-related equity swaps (a €263 million loss in 2008). Excluding the effect of those equity swaps, financial expense for the year increased €186 million, primarily due to a higher level of debt during the year.

The Group recorded a **loss before taxes** for the year of €367 million (profit before taxes of €2,187 million for 2008). This reflects a significantly lower operating result (down €2,613 million) and a decrease in investment income (down €135 million), which were partially offset by lower net financial expense.

Income taxes totalled €481 million (€466 million for 2008) and related to the taxable income of companies operating outside Italy and employment-related cash income taxes (IRAP) in Italy.

2009 closed with a **net loss** of €848 million (€267 million loss excluding the impact of unusuals), compared with a profit of €1,721 million for the prior year.

Despite the considerable decrease in business volumes and consequent effect on profitability, the realignment of production levels (which impacted positively on the level of working capital) and disciplined management of capital expenditure resulted in an improvement in **net industrial debt** to €4.4 billion, down €1.5 billion compared to year-end 2008.

At 31 December 2009, Group **liquidity** was at €12.4 billion (€3.9 billion at year-end 2008), therefore covering contractual cash maturities well beyond 2011 and ensuring the Group significant financial flexibility. Four major bond issues were completed in the second half, providing a total of €4.7 billion in financing. Furthermore, during the year the Group also took advantage of the progressive restoring of the North American ABS market.

FIAT GROUP
Key Balance Sheet Data

(€ million)	At 31.12.2009	At 31.12.2008
Total assets	67,235	61,772
Total equity	11,115	11,101

FIAT GROUP
Net Debt

(€ million)	At 31.12.2009	At 31.12.2008
Financial debt	(28,527)	(21,379)
- Asset-backed financing	(7,086)	(6,663)
- Other debt	(21,441)	(14,716)
Current financial receivables from financial services companies under joint control (1)	14	3
Financial payables, net of intersegment balances and current financial receivables from jointly-controlled Financial Services entities	(28,513)	(21,376)
Other financial assets/(liabilities) (2)	172	(438)
Liquidity	12,443	3,860
Net Debt	(15,898)	(17,954)
	Industrial Activities	(5,949)
	Financial Services	(12,005)

(1) This includes current financial receivables from the JV FGA Capital

(2) This includes the positive and negative fair value of derivative financial instruments

FIAT GROUP
Change in Net Industrial Debt

(€ million)	2009	2008
Cash from Operating Activities before change in working capital	1,937	3,754
Cash from Operating Activities	4,501	150
Net Industrial Cash Flow (1)	1,644	(5,765)
Change in Net Industrial Debt	1,531	(6,304)

(1) Change in net industrial debt, excluding any capital increases, dividends, share buy-backs and currency translation impacts

Dividends

The Board of Directors, on the basis of expected income available for distribution of Fiat S.p.A. and pending formal approval of the Group's 2009 annual accounts on February 16th 2010, intends to propose to the shareholders at the Annual Stockholders Meeting an aggregate dividend payout of €244 million (€237 million excluding treasury shares currently owned by the Group) equal to ~30% of the combined 2008 consolidated net income and the 2009 consolidated net loss.

The resumption of dividend distributions by the Group is a reflection of the normalization of capital markets as sources of funding for the Group, and the conviction in the Group's ability to continue to generate earnings, albeit in a significantly different trading market context.

The dividend distribution will be proposed as follows:

- €0.17 per ordinary share, representing a total distribution of €186 million (€179 million excluding the treasury shares currently owned);
- €0.31 per preference share, representing a total distribution of €32 million;
- €0.325 per savings share, representing a total distribution of €26 million.

AUTOMOBILES Net revenues – Full Year		
(€ million)	2009	2008
Fiat Group Automobiles	26,293	26,937
% change	-2.4	
Maserati	448	825
% change	-45.7	
Ferrari	1,778	1,921
% change	-7.4	
Eliminations	(168)	(303)
Total	28,351	29,380
% change	-3.5	

AUTOMOBILES Trading profit/(loss) – Full Year		
(€ million)	2009	2008
Fiat Group Automobiles	470	691
Change	-221	
Maserati	11	72
Change	-61	
Ferrari	238	339
Change	-101	
Total	719	1,102
Change	-383	
Trading margin %	2.5	3.8

AUTOMOBILES Net revenues – 4 th Quarter		
(€ million)	2009	2008
Fiat Group Automobiles	7,247	5,702
% change	27.1	
Maserati	129	229
% change	-43.7	
Ferrari	491	502
% change	-2.2	
Eliminations	(52)	(100)
Total	7,815	6,333
% change	23.4	

AUTOMOBILES Trading profit/(loss) – 4 th Quarter		
(€ million)	2009	2008
Fiat Group Automobiles	190	65
Change	125	
Maserati	5	41
Change	-36	
Ferrari	62	96
Change	-34	
Total	257	202
Change	55	
Trading margin %	3.3	3.2

Automobiles

Fiat Group Automobiles

For 2009, **Fiat Group Automobiles** posted **revenues** of €26.3 billion, a 2.4% decrease over 2008 (substantially unchanged at constant exchange rates). After the sharp volume declines experienced in the first half resulting from the significant contraction in demand, the Sector achieved year-on-year volume increases for passenger cars in the second half.

Fiat Group Automobiles delivered a total of 2,150,700 passenger cars and light commercial vehicles for the year, in line with 2008 (2,152,500). There was a significant divergence, however, between performance for passenger cars (+5.7%) and light commercial vehicles (-24.8%).

In Western Europe, total deliveries were unchanged at 1,238,100 units. Performance was positive in Italy (+0.5%) and the UK (+5.2%) and very strong growth was achieved in Germany (+46.2%). There was a decrease in France (-7.3%) and a sharp decline in Spain (-48.3%), with the latter also impacted by measures adopted to realign dealer inventory levels to market demand.

For passenger cars only, FGA delivered a total of 1,843,400 units (+99,600 units over 2008). For Western Europe, passenger car deliveries rose 8.9% to 1,085,100 units, with the level of demand increasing slightly (+0.5%) over 2008. Deliveries were up 6.2% in Italy, 17.7% in the UK, and doubled in Germany (+96.6%), significantly outpacing overall growth in those markets. Deliveries

increased 1% in France and were down 43.9% in Spain.

After a particularly negative start to the year, the introduction of incentives in several major markets led to a gradual recovery in demand in Western Europe, where the passenger vehicle market closed the year slightly higher than 2008 (+0.5%). These schemes had a very positive impact on demand levels in Germany, where the market was up 23.2% for the year, and France, which grew 10.7%. In Italy, government incentives helped maintain demand substantially in line with 2008 (-0.2%). There was a fall in demand in both the UK (-6.4%) and Spain (-17.9%), where incentives were introduced toward the end of the first half. In Brazil, demand was up 12.6%, aided by government incentives on new car purchases and a generally favourable economic environment.

FGA's strong offering of environmentally friendly cars enabled the Sector to fully benefit from eco-based government incentives. Fiat Group Automobiles continued to make positive share gains in the passenger vehicle market, reaching 32.8% in Italy (+0.9 percentage points over 2008) and 8.8% in Western Europe (+0.6 percentage points). FGA's relative performance was particularly strong in Germany (+1.5 percentage points to 4.7%) and positive also in the UK (+0.6 percentage points to 3.5%). The Fiat brand increased its market share to 7.1% in Western Europe (+0.5 percentage points over 2008) and 25.5% in Italy (+0.4 percentage points). Lancia and Alfa Romeo both improved Western European market share by 0.1 percentage points, to 0.9% and 0.8% respectively.

A total of 307,300 light commercial vehicles were delivered in 2009, representing a 24.8% decrease over 2008. In Western Europe, where the overall market fell 27.4%, deliveries were down 36.5% to 153,000 units. This was partially due to measures implemented to realign dealer inventory levels with the significant slowdown in demand. Fiat Professional increased market share 0.3 percentage points in Western Europe to 12.6%. Share was down 3.4 percentage points in Italy (39.9%), driven by the phase out of Doblò (market supply of the new Doblò in early 2010) and sharp drop in the camper segment, where Fiat Professional has the lion's share of the market.

In Brazil, deliveries for cars and light commercial vehicles increased 12.6% over 2008. FGA maintained its leadership of the market, recording a 24.5% share.

Fiat Group Automobiles recorded a €470 million **trading profit** for 2009 (trading margin of 1.8%), compared to the €691 million figure for 2008 (2.6% margin). The decrease was primarily attributable to weaker demand for light commercial vehicles which was partially offset by cost containment measures.

For **Q4 2009**, Fiat Group Automobiles had **revenues** of €7.2 billion, representing a 27.1% increase over the same period in 2008, when the economic crisis had already begun to reflect significantly on sales volumes. **Trading profit** was €190 million for the fourth quarter (2.6% trading margin), compared to €65 million for the same period in 2008.

A total of 556,100 passenger cars and light commercial vehicles were delivered during the quarter, up 30.1% over the same period in 2008 (+36.2% for passenger cars only). In Western Europe, FGA delivered a total of 318,900 units, an increase of 27% (+33.1% for passenger cars only).

In the fourth quarter, the passenger vehicle market recorded significant growth in Western Europe (+21.5%) and Italy (+21.2%) compared to Q4 2008, a period marked by a severe deterioration in economic conditions. Fiat Group Automobiles had a 31.5% share in Italy (-0.2 percentage points over Q4 2008) and an 8.4% share in Western Europe (+0.1 percentage points).

For the Fiat brand, 2009 was the year of the Punto Evo, a companion to the Grande Punto, which sets a new standard in innovation, safety and style in the B segment. The name Evo underscores the advancement and excellence in automotive technology expressed, above all, by the extensive range of Euro 5 engines offered, including the 1.3 MultiJet II, 1.4 MultiAir and the bifuel CNG/gasoline engines. December saw the press launch of Fiat's new Doblò, with renewed styling, range of engines and technical specifications. Other products launched during 2009 include the Fiat 500C cabriolet with an electrically controlled soft-top. Toward the end of the year, the new Euro 5 1.3 MultiJet II engine, equipped with the Start&Stop system as standard, was made available on the Fiat 500C and Fiat 500. Fiat also expanded its offer of bi-fuel vehicles (LPG/gasoline or CNG/gasoline), adding versions of the Qubo, Punto Classic and Idea to the existing Panda, Grande Punto and Bravo line up. In addition, the Sedici underwent styling and engine upgrades.

In September 2009, after two years of leadership, JATO Dynamics once again confirmed the Fiat brand as having the lowest average CO₂ emissions amongst the top 25 selling brands in Europe.

In 2009, Alfa Romeo launched the 105 hp and 135 hp MiTo 1.4 MultiAir, the Group's first vehicle to be equipped with this new technology for application on gasoline engines. Also of note was the 170 hp "Quadrifoglio Verde" version. The range of engines available on the MiTo was further expanded to include the 120 hp 1.4 Turbo gasoline, the first bifuel (LPG/gasoline) turbo produced directly by the Group, and the 95 hp 1.3 JTDM-2 diesel engine with the Start&Stop system as standard. During the year, Alfa Romeo also

launched two new Euro 5 engines: the 170 hp 2.0 JTDM diesel and the 200 hp 1750 Turbo gasoline (TBi) which are available on the Brera, Spider and 159 nameplates.

Lancia released the new Delta Executive, equipped with numerous advanced technological features and the new 200 hp, 1.8 Di TurboJet, a Euro 5 direct injection gasoline engine which offers the Delta more power and lower emissions. In October, Lancia presented the Delta Turbo LPG, with its 120 hp 1.4 bifuel (LPG/gasoline) TurboJet engine.

In 2009, Abarth presented two new models: the Abarth 695 "Tributo Ferrari" and the Abarth 500 R3T, which will feature in an upcoming promotional street-racing trophy.

Fiat Professional released the Ducato 140 Natural Power at the beginning of the year followed in the Autumn by the launch of the Fiorino Metano, a bi-fuel (CNG/gasoline) vehicle which is the only one of its type in the segment. Capping off the year was the arrival of the new Doblò Cargo, the latest and significantly upgraded version of a commercial vehicle which to date has sold more than one million units.

Maserati

For 2009, **Maserati** reported **revenues** of €448 million, down 45.7% over the previous year. A total of 4,489 cars were delivered to the network during the year, a 48.7% year-on-year decrease attributable to the significant decline in demand in the company's reference markets. Maserati maintained its overall market share, with an improvement in the Quattroporte's segment.

For 2009, Maserati had a **trading profit** of €11 million (€72 million for 2008) with a realignment of production levels and rigorous cost containment measures partly offsetting the significant decline in volumes.

Maserati reported €129 million in **revenues** for **Q4 2009**, down 43.7% over the same period for the prior year. Despite continued volume declines, Maserati succeeded in posting a **trading profit** of €5 million for the quarter (€41 million for Q4 2008).

During the year, Maserati presented the Quattroporte Sport GT S, the best optimization ever achieved by Maserati between a luxury sedan and a sports car. This was followed by the GranTurismo S Automatic, a powerful 8-cylinder with highly evolved automatic transmission, and then the GranCabrio, the marque's first ever 4-seater cabriolet. This soft-top convertible, the result of an extensive study in aerodynamics, offers a more spacious interior than the average in its segment and is equipped with a 4.7 litre V8 engine (440 hp) coupled with a 6-speed transmission with torque converter.

Ferrari

For 2009, **Ferrari** had **revenues** of €1,778 million, down 7.4% over 2008 due to lower sales volumes and a less favourable sales mix. A total of 6,235 vehicles were delivered to the network during the year, a decrease of 4.5% against an approximate 40% drop for Ferrari's reference segment globally. In particular, deliveries of 8-cylinder vehicles benefited from the success of the Ferrari California, while the new 458 Italia, presented in the latter part of the year, did not contribute to 2009 results, but has already recorded a significant order intake. A total of 6,294 units were sold to end customers (-5.5% over 2008).

Ferrari closed 2009 with a **trading profit** of €238 million, compared to €339 million for 2008. The year-on-year decrease reflects the negative impact of volumes and product mix (both particularly favourable in 2008), in addition to unfavourable currency movements. These negative effects were partially offset by efficiency gains.

For **Q4 2009**, Ferrari recorded **revenues** of €491 million, down 2.2% over the same period for the prior year. **Trading profit** was €62 million. The decrease over the €96 million figure for Q4 2008 was attributable to the negative impact of product mix and unfavourable currency impacts which were partially offset by increased efficiencies.

In 2009, Ferrari presented several new products. First and foremost the 458 Italia, a vehicle that represents Italy in both name and spirit: from its creativity to its capacity to innovate. This vehicle, which made its debut at the Frankfurt Motor Show in September, represents a new generation. It is powered by a rear centre-mounted 4.5-litre 8-cylinder engine capable of delivering 570 hp. The vehicle offers exceptional performance: a top speed of more than 325 kilometres per hour and acceleration from 0 to 100 kph in under 3.4 seconds. In addition, with Ferrari's extensive competition experience, this extraordinary concentration of innovation boasts outstanding fuel performance for a supercar consuming just 13.3 l per 100 km. Also of note is the Handling GT Evoluzione (HGTE) package on the 599 GTB Fiorano, which provides a decidedly sportier driving experience. Also presented in 2009 was the 599XX, a non-type approved car for on-track use, targeted at a select customer base who desire the highest level of performance and technological innovation, some of which has been applied on a vehicle for the first time ever.

AGRICULTURAL AND CONSTRUCTION EQUIPMENT Revenues & Trading profit/(loss) – Full Year		
(€ million)	2009	2008
Net revenues	10,107	12,781
% change	-20.9	
Trading profit	337	1,122
Change	-785	
Trading margin (%)	3.3	8.8

AGRICULTURAL AND CONSTRUCTION EQUIPMENT Revenues & Trading profit/(loss) – 4 th Quarter		
(€ million)	2009	2008
Net revenues	2,381	3,051
% change	-22.0	
Trading profit	99	241
Change	-142	
Trading margin (%)	4.2	7.9

Agricultural and Construction Equipment

CNH – Case New Holland had revenues of €10.1 billion for 2009, a decrease of 20.9% over 2008 (-25.0% in US dollar terms), reflecting the severe global construction equipment industry decline and weaker market conditions in the agricultural business (compared to record high 2008 levels, particularly for combines). Revenues from construction equipment sales were also impacted by heavy destocking actions both at company and dealer level. For agricultural equipment, revenues were down slightly in

North America, with decreases in tractor sales and network destocking actions being partially offset by stronger combine sales. Declines in the remaining regions were attributable to an overall decline in the industry, network destocking actions and tight credit markets.

In 2009, the global market for agricultural equipment decreased by 7%, with a decline in retail unit volumes for tractors and combines of 7% and 19%, respectively, compared to exceptionally strong 2008 volumes. Demand suffered from the general economic slowdown, lower commodity prices and continued uncertainty in credit availability (particularly in Latin America, Eastern Europe, the CIS states and other Rest-of-World areas). Industry demand for tractors was down in all regions, with the exception of Rest-of-World. In North America, sales decreased for both under and over 100 hp models, with over 100 hp models declining at a much lower rate. Combine harvester retail unit sales increased in North America. However, these increases were more than offset by decreases in the other regions.

CNH's extensive and upgraded product portfolio supported market share performance in an increasingly competitive environment. In the tractor market, CNH gained share in North America in over 40 hp models. Share in Latin America and Western Europe remained flat. Market share was eroded in Rest-of-World, where demand in fast growing markets such as China is mainly satisfied by local, low-range products. In the global market for combine harvesters, CNH share increased in Latin America, was stable in

Rest-of-World and in Western Europe, decreased in North America (with gains in the more profitable higher-end segment).

In 2009, worldwide construction equipment industry retail unit sales dropped 38%. Industry sales of heavy construction equipment were down 30% and light construction equipment fell 45%, with Rest-of-World declining less than other regions in both segments due to demand in China.

CNH market share improved in Latin America for both light and heavy segments, while North America was stable. Share declined for both segments in Rest-of-World (where CNH has a limited presence) and Western Europe, in a highly competitive environment based on aggressive destocking actions.

As a result of the continued weak trading conditions in the global construction equipment market, CNH has undertaken a thorough review of the positioning of its construction equipment brands, and implemented a series of actions to reduce operating costs and strengthen the competitiveness of its product portfolio. Reorganization of the internal management structure has been completed and the workforce reduced to reflect current trading conditions.

CNH **trading profit** was €337 million for 2009, compared to €1,122 million for 2008. Cost containment measures and positive pricing only partially offset the drastic volume declines in the construction equipment market.

CNH had **revenues** of €2.4 billion for **Q4 2009**, down 22.0% over the same period in 2008. In US dollar terms, revenues were down 11.3%. Declines were experienced in both the agricultural and construction equipment businesses and were driven by overall industry declines and network destocking actions taken during the quarter. Improvement in Latin America, for both the agricultural and construction equipment businesses, only partially offset declines in the other regions. While revenues for North America were down overall, combines and high horsepower tractors continued to perform strongly for the quarter.

Trading profit was €99 million, down €142 million from Q4 2008 (€241 million). Cost containment measures only partially offset the volumes declines and less favourable mix.

2009 was an important year for the launch of new products by the CNH brands.

Case IH Agriculture launched the new versions of the Maxxum, Puma and Magnum tractors that cover the entire range between 100 hp and 225 hp. It released a basic model sugar cane harvester, developed to mechanize this sector in Africa, India and China, as well as the Austoft 8000 series, which offers a 35% increase in cutting power. In addition, the Magnum and Farmall tractors (the latter equipped with continuously variable

transmission) were launched in the North American market and the Quantum N and V specialty tractors in the Rest-of-World.

New Holland Agriculture launched the T7000 series tractors (167-225 hp) with continuously variable “Auto Command” transmissions, a new armrest control console and an ergonomic console. Developed for large-scale agricultural producers and contract operators, the range has a new CVT transmission that optimizes engine performance and operating costs. The brand also introduced the new Class 9 (CR9080) 500+ hp combine in North America and Australia. In Latin America, the brand launched the 75 hp TT4030 standard tractor, ideal for small and mid-sized farms.

Case Construction introduced seven new B-series excavators with increased fuel efficiency and lower noise levels. The company also added the new CX 130B "long reach" model to its crawler excavator range, and the 650L crawler dozer, whose technological features guarantee a significant increase in productivity.

New Holland Construction added several new features to its North American crawler excavators to improve product applicability and safety, particularly for demolition activities.

During 2009, CNH brands received numerous acknowledgements around the world. In the United States, the American Society of Agricultural and Biological Engineers showed recognition for the strong commitment to innovation demonstrated by New Holland Agriculture and Case IH, awarding five and three AE50 awards, respectively. In Brazil, New Holland Agriculture received the agricultural industry’s most important award, winning the Golden Trophy in the “Outstanding” category with the New Holland TL75 78 hp tractor. In Europe, the New Holland T7000 Auto Command tractor received the “Tractor of the Year”, “Golden Tractor for Design” and “*Maschine des Jahres 2010*” (Machine of the Year 2010) awards in the medium-high power tractor category.

TRUCKS AND COMMERCIAL VEHICLES Revenues & Trading profit/(loss) – Full Year		
(€ million)	2009	2008
Net revenues	7,183	10,894
% change	-34.1	
Trading profit	105	838
Change	-733	
Trading margin %	1.5	7.7

Trucks and Commercial Vehicles

For 2009, **Iveco** reported **revenues** of €7.2 billion, down 34.1% year-over-year, with lower sales volumes attributable to the negative market trend, particularly in Europe.

TRUCKS AND COMMERCIAL VEHICLES Revenues & Trading profit/(loss) – 4 th Quarter		
(€ million)	2009	2008
Net revenues	2,172	2,361
% change	-8.0	
Trading profit	77	187
Change	-110	
Trading margin %	3.5	7.9

Iveco delivered a total of 103,866 units, down 45.9% over 2008. A total of 66,754 vehicles were delivered in Western Europe (-46.7%), with declines in all major markets: Italy (-30.7%), Germany (-43.3%), France (-45.9%), Spain (-60.3%) and the UK (-73.1%). Deliveries were down 72.6% in Eastern

Europe, while the decline in Latin America was contained at 19.1%.

In Western Europe, the market for trucks and commercial vehicles (≥ 2.8 ton) contracted 34.5% over 2008, with demand down significantly in all segments: light vehicles (-31.6%), medium vehicles (-33.1%) and heavy vehicles (-44.1%). Registrations fell sharply in all major European markets: Spain (-51.7%), where the market had already experienced a material contraction in 2008 and which experienced a further 66.7% fall for heavy, the UK (-40.6%), Italy (-33.6%), where the heavy segment was halved (-50.5%), France (-29.8%) and Germany (-28.5%).

Demand for trucks and commercial vehicles also slumped by 54.5% in Eastern Europe, where the market for light vehicles contracted 44.6%, medium 56.6% and heavy 71.3%.

Iveco's market share in Western Europe (≥ 2.8 ton) stood at 9.2% (down 0.7 percentage points vs. 2008) with declines in all segments. Share was down 0.5 percentage points in the light segment, heavily influenced by the performance in France, but up in Italy and Spain (+0.4 percentage points and +0.8 percentage points, respectively). Share for the medium segment decreased 0.7 percentage points, notwithstanding share gains in Italy and France. In the heavy segment, share declined 1.0 percentage point, attributable entirely to an unfavourable market mix, which more than offset the positive performance in Italy (+0.6 percentage points), France (+0.4 percentage points) and Spain (+2.7 percentage points).

Notwithstanding the steep volume declines, Iveco delivered a **trading profit** of €105 million in 2009 (€838 million in 2008), due to realignment of production levels and



rigorous cost containment measures, as well as margin support from the after-sales activities, Latin America and special vehicles business.

For **Q4 2009**, Iveco had **revenues** of €2.2 billion, down 8% over the same period in 2008, when the economic crisis had already impacted volumes. Iveco reported a €77 million **trading profit** for the fourth quarter, compared to €187 million for Q4 2008.

In 2009, Iveco launched the EcoDaily, the latest evolution of an extremely successful model, with enhancements to both look and comfort. The vehicle is now available with four ecological engines: two diesel engines which meet the strict EEV (Enhanced Environmentally-friendly Vehicle) standard, a bifuel CNG/gasoline engine and an electric engine. Iveco Irisbus presented the Magelys HDH, a coach that belongs to an elite class of sophisticated buses designed for the luxury tourist market in Europe. Meanwhile, Beijing saw the presentation of the Genlyon, the new "heavyweight" from SAIC-Iveco Hongyan Commercial Vehicles (SIH). In the latter part of the year, Iveco presented the new Vertis medium-segment vehicle (9-13 tons) at the Fenatran Trade Show in São Paulo. In Latin America, Iveco also presented an electric prototype of the Daily, the first zero-emission light commercial vehicle produced in this region.

During the year, Iveco products received numerous awards in various parts of the world. In the United Kingdom, the Daily CNG was named 'Green Van of the Year 2009'. Iveco won the international 'Transport Innovation of the Year' award for Blue&Me Fleet, an advanced telematic fleet management system. In Ireland, the Daily was named "Green Commercial of the Year 2009" and in Brazil Iveco won the "Truck of the Year" award for the 3rd year running with the medium-segment Tector. Similar recognition was received in China, where the new heavy segment Genlyon was named "Truck of the Year" by a leading Chinese trade journal.

COMPONENTS AND PRODUCTION SYSTEMS
Net revenues – Full Year

(€ million)	2009	2008
FPT Powertrain Technologies	4,952	7,000
% change	-29.3	
Components (Magnetit Marelli)	4,528	5,447
% change	-16.9	
Metallurgical Products (Teksid)	578	837
% change	-30.9	
Production Systems (Comau)	728	1,123
% change	-35.2	
Eliminations	(459)	(614)
Total	10,327	13,793
% change	-25.1	

COMPONENTS AND PRODUCTION SYSTEMS
Trading profit/(loss) – Full Year

(€ million)	2009	2008
FPT Powertrain Technologies	(25)	166
Change	-191	
Components (Magnetit Marelli)	25	174
Change	-149	
Metallurgical Products (Teksid)	(12)	41
Change	-53	
Production Systems (Comau)	(28)	21
Change	-49	
Total	(40)	402
Change	-442	
Trading margin %	(0.4)	2.9

Components and Production Systems

FPT Powertrain Technologies

For 2009, **FPT Powertrain Technologies** had **revenues** of €4,952 million, down 29.3% over 2008 due to a decline in sales volumes which was particularly pronounced for the Industrial & Marine product line. Sales to external customers and joint ventures accounted for 16% of the total (22% for 2008).

The Passenger & Commercial Vehicles product line reported revenues of €3,372 million, a 7.6% decline over 2008, which was contained by a recovery in many major car markets during the second half of 2009. Sales to Fiat Group companies accounted for 92% of revenues with the remainder consisting principally of diesel engines sold to external customers. A total of 2,290,000 engines (-2.7%) and 2,208,000 transmissions (+9.4%) were sold during the year.

Industrial & Marine reported revenues of €1,580 million, down 53% over 2008 due to the sharp volume declines experienced. A

total of 268,000 engines (-50.9%) were sold, primarily to Iveco (38%), CNH (25%) and Sevel (26%), the JV in light commercial vehicles. In addition, 53,000 transmissions (-50.2%) and 105,000 axles (-61.5%) were delivered.

FPT closed 2009 with a **trading loss** of €25 million, compared to a profit of €166 million for 2008. The decrease was principally the result of a contraction in volumes and more importantly, a less favourable sales mix. Significant efficiency gains achieved in overhead, manufacturing and purchasing costs only partially offset those negative impacts.

COMPONENTS AND PRODUCTION SYSTEMS Net revenues – 4 th Quarter		
(€ million)	2009	2008
FPT Powertrain Technologies	1,342	1,295
% change	3.6	
Components (Magneti Marelli)	1,280	1,146
% change	11.7	
Metallurgical Products (Teksid)	172	155
% change	11.0	
Production Systems (Comau)	205	303
% change	-32.3	
Eliminations	(127)	(145)
Total	2,872	2,754
% change	4.3	

COMPONENTS AND PRODUCTION SYSTEMS Trading profit/(loss) – 4 th Quarter		
(€ million)	2009	2008
FPT Powertrain Technologies	40	11
Change	29	
Components (Magneti Marelli)	43	9
Change	34	
Metallurgical Products (Teksid)	(2)	3
Change	-5	
Production Systems (Comau)	(4)	9
Change	-13	
Total	77	32
Change	45	
Trading margin %	2.7	1.2

FPT's **revenues** for the **fourth quarter** of 2009 were €1,342 million, up 3.6% over the same quarter in 2008 when the economic crisis had already begun to have a significant effect. There was a significant difference in performance between the two product lines: revenues for Passenger & Commercial Vehicles increased 37% to €911 million, while Industrial & Marine experienced a decrease of 31% to €439 million. Sales to external customers and joint ventures accounted for 16% of the total (22% for 2008).

FPT reported a **trading profit** of €40 million for Q4 2009, compared to €11 million for Q4 2008. The increase is attributable to the combined effect of cost reduction measures and slightly higher sales volumes.

During 2009, FPT Powertrain Technologies presented numerous new products. One of the most important was the MultiAir system that offers direct control of the air intake and combustion for gasoline engines. Recipient of the “Technobest 2009”, “ADAC – Gelber Engel 2010” and “Engine Development Team of the Year” (from Automotive Testing

Technology International) awards, this system generates 10% more power and 15% more torque than a traditional engine of equivalent cubic capacity, while at the same time delivering a 10% reduction in both fuel consumption and CO₂ emissions. For diesel engines, developments included the Euro 5 1.3 Small Diesel Engine (in both 75 hp and 95 hp versions), complete with the innovative Common Rail MultiJet II injection system. The Sector also released a bifuel CNG/gasoline engine for the Fiat Ducato 140 Natural Power and two new engines for the Alfa MiTo (the 120 hp, 1.4 Turbo gasoline and the 90 hp, 1.3 JTDM). In September, production also commenced on a heavy duty Euro 5 version of the 107 kW F1C engine (with variable geometry turbo) for the Ducato.

Four engines ranging in output from 106 hp to 170 hp were released for the new EcoDaily. These engines meet the strict EEV (Enhanced Environmentally-friendly

Vehicle) standard and guarantee a 10% reduction in both fuel consumption and CO₂ emissions. The range of FPT engines for the EcoDaily was further expanded to include a bifuel engine (CNG/gasoline) that is also EEV compliant.

Other developments include launch of production for the Cursor (C87) diesel engines by SAIC Fiat Powertrain Hongyan joint venture at its new site in Chongqing (China) and, FPT's presentation of the 380 hp and 620 hp versions of the new C90 at the 2009 Genoa International Boat Show. This engine expands the range of FPT marine engines for both recreational and professional use.

For transmissions, the plant in Verrone (Piedmont) commenced production on the new C635 family created for the medium segment vehicles (both gasoline and diesel) of FGA and Chrysler.

Magneti Marelli

Magneti Marelli reported 2009 **revenues** of €4,528 million, a 16.9% reduction over 2008 (-14% on a comparable scope of operations) primarily attributable to the drop in volumes experienced in the first half. The level of decline began to slow from July onward as demand from automakers increased. The most significant decreases in sales volumes were experienced in Europe (excluding Poland) and the US, while performance was positive in China and stable in Brazil.

All business lines were impacted by the economic downturn. The overall drop in volumes was most severe in the medium-large car segment (in which the Lighting business line is the most active) and in light commercial vehicles (with negative consequences for the Suspension Systems business line). By contrast, the Engine Control business line grew in India, driven by the production of diesel control units, e China. There was strong sales performance for the Exhaust Systems business line in Brazil (to both external customers and Fiat).

For 2009, Magneti Marelli posted a **trading profit** of €25 million (€174 million for 2008). The positive effect of reductions in overheads and increased production and purchasing efficiencies enabled the Sector to contain the impact of lower revenues.

For **Q4 2009**, Magneti Marelli reported **revenues** of €1,280 million (+11.7% over Q4 2008). **Trading profit** was €43 million, an improvement over the €9 million figure for the fourth quarter of 2008, which had already been significantly impacted by volume declines attributable to the economic downturn.

During the year, Magneti Marelli completed development on the instrument panel and LED tail lights for the Ferrari 458 Italia and instrument panel, mobile information system, front lights and tail lights for the Maserati GranCabrio. It also designed and produced instrument panels and LED tail lights for the Punto Evo, “intelligent” suspension systems for the Lancia Delta and Alfa MiTo, latest generation integrated navigation systems for many FGA products (such as the Alfa MiTo and Fiat Bravo), and an engine control unit and exhaust system for the Alfa MiTo with 1.4 MultiAir. In addition, several new engine control and lighting system components were developed and produced for other major European automakers.

Teksid

For 2009, **Teksid** had **revenues** of €578 million, down 30.9% over the prior year principally as a result of lower sales volumes. Volumes decreased 26.6% for the Cast Iron business unit and 5.5% for the Aluminium business unit.

Teksid closed the year with a **trading loss** of €12 million, compared to a €41 million trading profit for 2008, reflecting the significant contraction in volumes.

For **Q4 2009**, Teksid had **revenues** of €172 million, up 11% over the fourth quarter of 2008. The company reported a **trading loss** of €2 million, compared with a trading profit of €3 million for the same period in 2008, mainly due to an unfavourable product mix.

Comau

Comau had **revenues** of €728 million for 2009. The 35.2% decrease over 2008 (-31% on a constant scope of operations) was principally attributable to the Body Welding operations.

Order intake was €0.7 billion, down 33% over 2008 mainly due to a decline in new contract orders. Services benefited from growth in Mercosur in line with the redefinition of the scope of activities, which did not however offset the contraction in orders in Europe. At 31 December 2009, the order backlog totalled €478 million, a 9% decrease over the figure at year-end 2008.

Comau reported a **trading loss** of €28 million for 2009, compared to a trading profit of €21 million for 2008. This decrease was primarily attributable to lower business volumes for the Body Welding and Die-cutting operations.

For **Q4 2009**, Comau had **revenues** of €205 million, down 32.3% year-over-year. Comau reported a **trading loss** of €4 million compared with a trading profit of €9 million for the fourth quarter of 2008.



Other Businesses

Other Businesses includes the contribution from the Group’s publishing businesses, service companies and holding companies.

For 2009, Other Businesses had **revenues** of €1,096 million, down 21.4% year-over-year.

Other Businesses reported a **trading loss** of €63 million, including eliminations and consolidation adjustments, compared to a €102 million loss for 2008.

Other Businesses had **revenues** of €296 million for **Q4 2009**, down 17.1% over the same period for the prior year. For the fourth quarter, there was a **trading loss** of €22 million compared with a trading profit of €1 million for Q4 2008.

Significant events

On 10 June 2009, Chrysler Group LLC and Fiat finalized an agreement for a global strategic alliance and the new Chrysler became operational on the same date. The agreement grants Chrysler access to Fiat's world-class technology, platforms and powertrains for small and medium-sized cars, which will enable the US automaker to expand its product offer, including through the addition of several low environmental impact models. Chrysler will also have access to Fiat's international distribution network. The alliance represents an important step toward positioning both Fiat and Chrysler among the next generation of leaders of the global auto industry. As consideration, Fiat received an initial equity interest of 20% in the newly-formed Chrysler Group LLC, which could increase up to a total of 35% upon achievement of specific pre-established targets. The agreement does not contemplate any cash investment in Chrysler by Fiat or commitment to fund Chrysler in the future. Fiat will also have the right to acquire a majority interest in Chrysler once all government loans have been fully repaid. The alliance is expected to bring enormous benefits to both companies by giving them the critical mass necessary to compete on a global level. Fiat will also be able to expand its geographical footprint by leveraging new market opportunities such as a return to the US market and introduction of new models in Europe. In addition, the presence and experience of Fiat in the smaller car segments combined with that of Chrysler in the medium and larger segments will enable the Group to offer a full product range.

Chrysler's strategic business plan, presented at the beginning of November 2009, projects the launch of 21 new models over the next five years and sales volumes increasing to 2.8 million cars in 2014 (40% higher than in 2008 and more than double 2009 volumes). Approximately 60% of those vehicles are to be based on Fiat platforms. By 2014, Chrysler expects to achieve annual revenues of approximately USD 68 billion and operating income of USD 5 billion, with its current debt level halved and loans from the American and Canadian governments fully repaid.

At the beginning of July, Fiat and Guangzhou Automobile Group Co., Ltd. (GAC Group) signed a framework agreement for the establishment of a 50/50 joint venture to produce cars and engines for the Chinese market. The agreement calls for the construction of a new plant with an expected total investment by the joint venture of more than €400 million. Upon completion of the first phase of development, the plant will have a production capacity of 140,000 cars and 220,000 engines per year. There is an option to subsequently increase capacity to 250,000 cars and 300,000 engines per year. Production is scheduled to commence in the second half of 2011.



At the beginning of October, CNH and KAMAZ (the leading heavy truck manufacturer in Russia and one of the largest globally) signed a letter of intent to form an industrial and commercial alliance that will further strengthen CNH's leading position in Russia's agricultural and construction equipment sectors. Under the agreement, the two companies will set up an industrial joint venture whose initial objective will be the local production of CNH agricultural and construction equipment for distribution in Russia. Production is scheduled to commence in 2010. The two companies will also integrate their respective sales networks that will distribute the full range of CNH products (both locally-produced and imported) in the Russian Federation.

In September, Fiat entered the Dow Jones Sustainability World and Dow Jones Sustainability STOXX Indexes - recognition of the fact that sustainability forms an integral, daily part of the Group's way of doing business. The Company received a score of 90/100 compared with an average of 72/100 for the sector. The DJSI World and DJSI STOXX, two of the most prestigious equity indexes, only admit companies that are demonstrated leaders in terms of economic as well as social and environmental performance.

On December 22, Chief Executive Sergio Marchionne met in Rome with representatives of the Italian government and unions to discuss Fiat's activities in Italy. The meeting focused particularly on Fiat Group Automobiles, as well as on its alliance with Chrysler.

2010 Outlook

After a particularly difficult 2009, with uneven trading conditions across the Group's international scope of operations, 2010 is positioning itself as a year of transition and stabilization.

We expect all of our sectors to improve performance over the prior year, with the exception of the Automobiles business the performance of which will depend on the continued availability of reliable eco-incentives programs to underpin demand in Western Europe.

Our forecasts include a continuation of the rigorous cost containment action initiated as early as the latter part of 2008, and which were implemented vigorously throughout 2009.

The capital expenditures programs which formed part of the 2007-2010 industrial plan outlined to the financial community in November 2006 underwent a severe contraction in 2009, in response to the uncertainty of the demand function for our various businesses and the tightening of credit markets. This contraction is expected to ease in 2010, with the resumption of a normalized level of capital commitments across all sectors, yielding a 30% to 35% rise in expenditures over 2009.

Targets for the year are therefore as follows:

- Revenues in the range of €52 to €53 billion, up between 3% and 6%
- Trading profit of approximately €1.5 billion
- Positive net income of €200 to €300 million
- Net debt levels below €5 billion.

These targets are subject to continued availability of eco-incentives in the European automotive market, excluding Germany for which we have assumed the non-renewal of the 2009 incentive scheme.

Were these incentives not to be available in 2010, European demand for automobiles would be negatively impacted. In Italy alone volumes would decrease by approximately 20% and would impact all car producers, more importantly those particularly active in the A and B segments, and Fiat in particular which holds roughly a 30% share.

In such a case, revenues would be ~€2.5 billion lower, trading profit for both Automobiles and Components would drop by €350-400 million. This shortfall in profits would impact net income on a 100% basis due to the unavailability of tax relief, and would balloon debt disproportionately, pushing overall levels above the €5 billion mark.



Even in these circumstances, Fiat would be able to post a trading profit in excess of €1 billion, and would have more than adequate financial resources to transition to what is expected to be a normalized trading environment in 2011 and later years.

If the eco-incentives schemes are extended into 2010, the Automobiles and Components sectors are expected to improve performance over 2009.

While working on the achievement of our objectives, the Fiat Group will continue to implement its strategy of targeted alliances in order to optimize capital commitments and reduce risks.

The Group intends to host an Investor Day in Turin on April 21, 2010.

The managers responsible for preparing the Company's financial reports, Alessandro Baldi and Maurizio Francescatti, declare, pursuant to paragraph 2 of Article 154-bis of the Consolidated Law on Finance, that the accounting information contained in this press release corresponds to the results documented in the books, accounting and other records of the company.

This press release, and in particular the section entitled "2010 Outlook", contains forward-looking statements. These statements are based on the Group's current expectations and projections about future events and, by their nature, are subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future, and, as such, undue reliance should not be placed on them. Actual results may differ materially from those expressed in such statements as a result of a variety of factors, including: continued volatility and deterioration of capital and financial markets, changes in commodity prices, changes in general economic conditions, economic growth and other changes in business conditions, changes in government regulation (in each case, in Italy or abroad), and many other factors, most of which are outside of the Group's control.

Turin, 25 January 2010

Today, at 4:00 p.m. CET, Group management will hold a conference call to present the 2009 fourth quarter and full year 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.fiatgroup.com

Consolidated Income Statement

Unaudited

(€ millions)	2009	2008 (*)	4 th Quarter 2009	4 th Quarter. 2008 (*)
Net revenues	50,102	59,564	13,601	13,133
Trading profit/(loss)	1,058	3,362	488	663
Gains (losses) on the disposal of investments	4	20	2	17
Restructuring costs	312	165	147	165
Other unusual income (expenses)	(391)	(245)	(280)	(259)
Operating profit/(loss)	359	2,972	63	256
Financial income (expenses)	(753)	(947)	(218)	(345)
Result from investments	27	162	36	10
Profit/(loss) before taxes	(367)	2,187	(119)	(79)
Income taxes	481	466	164	(259)
Profit/(loss) from continuing operations	(848)	1,721	(283)	180
Profit/(loss) from discontinued operations	-	-	-	-
Profit/(loss) for the period	(848)	1,721	(283)	180
Profit/(loss) for the period attributable to:				
Owners of the parent	(838)	1,612	(281)	163
Non-controlling interests	(10)	109	(2)	17

(*) Following adoption of the improvement to IAS 16 in 2009, net revenues and trading costs for Q4 2008 have been increased by €41 million. Similarly, for full-year 2008 net revenues and the trading costs have been increased by €184 million. This restatement had no effect on trading or net profit.

Change in Net Industrial Debt

Unaudited

(€ million)	2009	2008 (*)
Net industrial debt at beginning of the year	(5,949)	355
- Net profit/(loss)	(848)	1,721
- Amortisation and depreciation (net of vehicles sold under buy-back commitments or leased)	2,667	2,802
- Change in provisions for risks and charges and similar	118	(769)
Cash from/(used in) operating activities during the year before change in working capital	1,937	3,754
- Change in working capital	2,564	(3,604)
Cash from/(used in) operating activities	4,501	150
- Investments in property, plant and equipment (net of vehicles sold under buy-back commitments) and intangible assets	(3,382)	(4,973)
Net cash from/(used in) operating activities, net of capital expenditures	1,119	(4,823)
- Change in consolidation scope and other changes	525	(942)
Net industrial cash flow	1,644	(5,765)
- Capital increases, (purchase)/disposal of own shares and dividends	(20)	(770)
- Currency translation differences	(93)	231
Change in net industrial debt	1,531	(6,304)
Net industrial debt at end of the year	(4,418)	(5,949)

(*) Following adoption of the improvement to IAS 16 in 2009, the previously reported amounts for "Cash used in operating activities" and "Investments in property, plant and equipment (net of vehicles sold under buy-back commitments) and intangible assets" were reduced by €6 million and €7 million, respectively, and "Changes in consolidation scope and other changes" was increased by €1 million.

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

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

	Average 2009	At 31 December 2009	Average 2008	At 31 December 2008
US dollar	1.395	1.441	1.471	1.392
Pound sterling	0.891	0.888	0.796	0.953
Swiss franc	1.510	1.484	1.587	1.485
Polish zloty	4.328	4.105	3.512	4.154
Brazilian real	2.767	2.511	2.674	3.244
Argentine peso	5.201	5.473	4.679	4.800