Press Release

2010 FIRST QUARTER RESULTS

Q1 2010

FIAT GROUP CLOSES FIRST QUARTER WITH REVENUES OF €12.9 BILLION, UP 14.7% AGAINST A WEAK Q1 2009. TRADING PROFIT TOTALLED €352 MILLION, WITH ALL BUSINESSES CONTRIBUTING POSITIVELY.

- **Revenues of €12.9 billion were up 14.7% over the prior year, with Fiat Group Automobiles posting a 22.1% increase year-over-year.**
- **Trading profit came in at €352 million vs. a Q1 2009 loss of €48 million, with more than half of the results due to the Automobiles businesses.**
- **Trading margin was once again positive at 2.7% (as has been the case for every quarter since 2004 with the exception of Q1 2009), with volume increases and continued attention to costs yielding positive contributions from all businesses.**
- **Net result was nearly break-even (€21 million loss vs. €411 million loss for Q1 2009).**
- **Net industrial debt of €4.7 billion was marginally up on the €4.4 billion at end of 2009 due to seasonal working capital build.**
- **Liquidity remained strong at €11.2 billion (€12.4 billion at end of 2009), notwithstanding a €1 billion bond repayment during the quarter.**
- **Group confirms 2010 targets of trading profit in excess of €1.1 billion and net industrial debt above €5 billion.**

- Group revenues were up 14.7% to €12.9 billion, driven primarily by year-on-year volume increases for all businesses.
  - Fiat Group Automobiles (FGA) achieved revenues of €6.8 billion (+22.1%) on a total of 532,400 cars and light commercial vehicles delivered (+14.6% over Q1 2009), with demand positively impacted by the residual effect of eco-incentives in several Western European markets. Market share was 31.4% in Italy (-0.8 p.p.) and 8.6% for Europe overall (-0.3 p.p.) in highly competitive markets. In Brazil, Fiat increased deliveries 7.9% and maintained its leading market position.
  - Agricultural and Construction Equipment (CNH) revenues were €2.6 billion, in line with 2009 (+5.2% in USD terms). Construction equipment industry sales improved globally and CNH achieved share gains in the heavy segment in Western Europe and Latin America. Agricultural equipment revenues were down with strong sales and share gains for combines globally being more than offset by a weaker mix in the North American tractor market and soft demand in Europe in both segments.
  - Trucks and Commercial Vehicles (Iveco) reported an 11.2% increase in revenues to €1.7 billion, reflecting initial signs of a recovery in demand, albeit against extremely low 2009 levels. Total deliveries were up 25.3% to 26,919 vehicles, with a significant increase in the light segment (+41%) and more moderate improvement in the heavy segment (+9.5%). Sales volumes, however, remain nearly 50% below 2007/2008 levels.

FIAT GROUP
Income Statement – 1st Quarter

(€ million)	*2010*	*2009*
Net revenues	**12,926**	11,268
% change	*14.7*	
Trading profit/(loss)	**352**	(48)
Change	*400*	
Trading margin (%)	**2.7**	(0.4)
Operating profit/(loss)	**352**	(129)
Change	*481*	
Profit/(loss) before taxes	**157**	(360)
Change	*517*	
Profit/(loss)	**(21)**	(411)
Change	*390*	
EPS (€)		
ordinary shares	**(0.020)**	(0.331)
preference shares	**(0.020)**	(0.331)
savings shares	**(0.020)**	(0.331)

- Group trading performance was significantly stronger year-over-year at €352 million, predominantly reflecting higher volumes for all businesses.
  - Fiat Group Automobiles reported a trading profit of €153 million (€30 million loss for Q1 2009) on the back of substantially higher volumes and an improved sales mix, with increased contribution from LCVs.
  - CNH achieved a trading profit of €127 million (€49 million in Q1 2009). Cost containment and improved fixed cost absorption for Construction Equipment more than offset the negative volume and mix resulting from reduced agricultural equipment sales in North America and Europe.
  - Iveco posted a trading profit of €3 million (€12 million loss in Q1 2009), mainly reflecting volume increases and manufacturing efficiencies, partially offset by lower prices in response to competitive pressure.
- Net industrial debt at €4.7 billion (€4.4 billion at end of 2009), with normal seasonal working capital build contained through disciplined alignment of production and inventory levels to demand.
- Liquidity remained strong at €11.2 billion (€12.4 billion at 31 December 2009). The change over year-end 2009 was primarily attributable to repayment of a €1 billion bond.

Q1 2010

Group results

Group **revenues** for the first quarter totalled €12.9 billion, a 14.7% increase over the same period in 2009, when severely weakened trading conditions impacted all Group businesses. Revenues for the quarter were however lower than pre-crisis levels (-14% compared with Q1 2008).

During the first 3 months of 2010, sales volumes for the Automobiles and Components businesses in Italy, in particular, continued to reflect demand generated by government sponsored incentives introduced in 2009.

FIAT GROUP
Revenues by business – 1st Quarter

(€ million)	*2010*	*2009*
Automobiles (Fiat Group Automobiles, Maserati, Ferrari)	**7,334**	6,111
% change	*20.0*	
Agricultural and Construction Equipment (CNH)	**2,575**	2,598
% change	*-0.9*	
Trucks and Commercial Vehicles (Iveco)	**1,694**	1,523
% change	*11.2*	
Components & Production Systems (FPT, Magneti Marelli, Teksid, Comau)	**2,913**	2,281
% change	*27.7*	
Other Businesses	**262**	266
% change	*-1.5*	
Eliminations	**(1,852)**	(1,511)
Total	**12,926**	11,268
% change	*14.7*	

The Group reported a **trading profit** of €352 million (trading margin: 2.7%), compared with a trading loss of €48 million for Q1 2009. First quarter trading performance was driven by higher volumes and the continued benefit of cost containment actions.

FIAT GROUP
Trading profit/(loss) by business – 1st Quarter

(€ million)	*2010*	*2009*
Automobiles (Fiat Group Automobiles, Maserati, Ferrari)	**196**	27
Change	*169*	
Agricultural and Construction Equipment (CNH)	**127**	49
Change	*78*	
Trucks and Commercial Vehicles (Iveco)	**3**	(12)
Change	*15*	
Components & Production Systems (FPT, Magneti Marelli, Teksid, Comau)	**32**	(113)
Change	*145*	
Other Businesses and **Eliminations**	**-6**	1
Change	*-7*	
Total	**352**	(48)
Change	*400*	

The first quarter closed with an **operating profit** of €352 million, compared to a €129 million loss for Q1 2009, and reflected the significant improvement in trading profit. In Q1 2009, operating results were impacted by net unusual expense of €81 million.

Net financial expense for Q1 totalled €250 million and included a €13 million loss from the marking-to-market of two stock option related equity swaps (€14 million gain for Q1 2009). Net of this item, financial expense increased €13 million over the prior year, reflecting the costs associated with maintaining liquidity levels in excess of € 10 billion.

Profit before taxes was €157 million, compared with a loss before taxes of €360 million for Q1 2009. This figure reflects the higher operating result (+€481 million) and an increase in investment income (+€76 million), net of a €40 million increase in net financial expense.

Income taxes totalled €178 million (€51 million for Q1 2009), and related primarily to taxable income of companies operating outside Italy and employment-related taxes in Italy. The item also includes a one-off tax charge of €14 million associated with enactment of the U.S. Patient Protection and Affordable Care Act.

There was a **net loss** for the first quarter of €21 million (net loss of €411 million for Q1 2009).

Net industrial debt rose €0.3 billion, due to the seasonal working capital build which was contained through disciplined alignment of production and inventory levels to demand, and also benefited from positive cash flow from operating activities (+€0.3 billion).

Liquidity remained strong at €11.2 billion (€12.4 billion at year end 2009). During the quarter a €1 billion bond issue was repaid.

FIAT GROUP
Key Balance Sheet Data

(€ million)	*At 31.03.2010*	*At 31.12.2009*
Total assets	**68,027**	67,235
Total equity	**11,457**	11,115

FIAT GROUP
Net Debt

(€ million)	*At 31.03.2010*	*At 31.12.2009*
Financial debt	**(28,300)**	(28,527)
- Asset-backed financing	***(7,482)***	*(7,086)*
- Other debt	***(20,818)***	*(21,441)*
Current financial receivables from financial services companies under joint control (1)	**12**	14
Financial payables, net of intersegment balances and current financial receivables from jointly controlled financial entities	**(28,288)**	(28,513)
Other financial assets/(liabilities) (2)	**241**	172
Liquidity	**11,201**	12,443
Net Debt	**(16,846)**	(15,898)
Industrial Activities	**(4,707)**	(4,418)
Financial Services	**(12,139)**	(11,480)

(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)	*1st Quarter 2010*	*1st Quarter 2009*
Cash from Operating Activities before change in working capital	**510**	(37)
Cash from Operating Activities	**262**	227
Net Industrial Cash Flow (1)	**(335)**	(645)
Change in Net Industrial Debt	**(289)**	(626)

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

AUTOMOBILES 1st Quarter – Net revenues		
(€ million)	*2010*	*2009*
Fiat Group Automobiles	**6,840**	5,600
% change	*22.1*	
Maserati	**127**	115
% change	*10.4*	
Ferrari	**414**	441
% change	*-6.1*	
Eliminations	**(47)**	(45)
Total	**7,334**	6,111
% change	*20.0*	

AUTOMOBILES 1st Quarter – Trading profit/(loss)		
(€ million)	*2010*	*2009*
Fiat Group Automobiles	**153**	(30)
Change	*183*	
Maserati	**4**	3
Change	*1*	
Ferrari	**39**	54
Change	*-15*	
Total	**196**	27
Change	*169*	
Trading margin %	**2.7**	0.4

Automobiles

Fiat Group Automobiles

Fiat Group Automobiles closed the quarter with **revenues** of €6.8 billion, up 22.1% over the first quarter of 2009 driven by an increase in volumes and favourable currency differences (+16.4% at constant exchange rates).

Fiat Group Automobiles delivered a total of 532,400 passenger cars and light commercial vehicles during the quarter, representing a 14.6% increase over the first quarter of 2009. In Europe (EU 27 + EFTA), deliveries for Fiat Group Automobiles increased 13.4% to 330,200 units. Volume increases were significant in Italy (+31.0%), France (+17.4%), the UK (+42.2%) and Spain, where deliveries essentially tripled. There was a decisive drop in Germany (-60.8%), reflecting a fall in the market following the non-renewal of incentives.

For passenger cars only, Fiat Group Automobiles delivered 437,800 vehicles during the first three months, a 9.8% increase over the first three months of 2009. In Europe, a total of 276,200 passenger cars were delivered, representing an 8.4% gain year-over-year. Deliveries were up significantly in the principal markets: Italy (+26.3%), France (+13.1%), the UK (+41.3%), and Spain, where they essentially tripled. The exception to the trend was Germany (-72.6%), where the non-renewal of incentives sharply reduced sales in the smaller segments, where FGA's presence is most significant.

The European passenger car market grew 9.5% over the first quarter of 2009, with performance varying between markets based on the level of advancement of incentive programmes. In Germany, especially, there was a 22.8% drop in demand following the conclusion of the incentive schemes at the end of 2009, which had a significant impact on the A segment. Continuation of government incentives contributed to the increase in demand in France (+16.9%) and other countries where incentives were not introduced until after the first quarter of 2009, such as the UK (+27.3%) and Spain (+44.5%), where the announcement of a VAT increase in July 2010 has also resulted in an acceleration of demand. In Italy, the market was up 23.3% for the quarter: government eco-incentives, which concluded at the end of 2009, continued to have a favourable impact on registrations in the first quarter of 2010, which resulted from the significant order intake experienced prior to the end of 2009. In Brazil, demand increased 13.9%.

In the first quarter, in a very competitive market environment, Fiat Group Automobiles share was 31.4% for Italy (-0.8 percentage points over Q1 2009) and 8.6% for Europe overall (-0.3 percentage points). The Sector achieved gains in Spain (+0.5 percentage points to 3.0%) and also in the UK (+0.3 percentage points to 3.0%), while share fell in France (-0.6 percentage points to 4.1%). In Germany, the sharp market decline in FGA's core segments determined the reduction in share to 3.0% (-2.5 percentage points). In Europe, the Fiat Panda was once again leader in its reference segment. The Lancia brand also had particularly positive performance, with registrations up 21% over 2009.

For Western Europe only (EU 15 + EFTA), Fiat Group Automobiles recorded an 8.7% share (down 0.3 percentage points over Q1 2009).

A total of 94,600 light commercial vehicles were delivered in Q1, representing an increase of 43.8% over the first quarter of 2009. For Europe, deliveries were up 49.1% to 53,900 units. Approximately one-third of the increase is attributable to the fact that deliveries for Q1 2009 were particularly low due to dealer destocking actions.

With the European market growing 5.2% overall, Fiat Professional achieved a 13.5% share (+1.4 percentage points). In Italy, market share increased to 45.3% (+5.3 percentage points). The introduction of the new Doblò, which was launched at the end of 2009, and the success of the CNG Fiorino in Italy both contributed to the brand's excellent first quarter performance.

In Brazil, passenger car and light commercial vehicle deliveries increased 7.9% over the first quarter of 2009. Share decreased to 22.3% (-1.5 percentage points), with market supply of the new Uno expected in May. However, the Sector continued to hold its market-leading position.

Fiat Group Automobiles closed Q1 2010 with a **trading profit** of €153 million, compared with a €30 million trading loss for Q1 2009. The improvement was attributable to the increase in volumes and an improved mix, primarily related to the performance of light commercial vehicles.

The highlight for the quarter was the significant presence of FGA brands at the 80th Geneva Motor Show. On stage at the Swiss event was the Alfa Romeo Giulietta in its international debut. Following a presentation to the international press in mid-April, the new 5-door hatchback will be launched in several markets beginning in May. The Alfa Romeo Giulietta, released on the brand's 100th anniversary, offers the maximum in performance and technology: from its engines, which represent the state-of-the-art in technology, performance and respect for the environment, to its new compact architecture complete with sophisticated suspension systems, active dual-pinion steering, high-quality materials and advanced production technologies.

Alongside the Giulietta was a MiTo equipped with the "Alfa TCT" (Twin Clutch Technology, an innovative automatic dual dry clutch transmission).

The Swiss show was also the venue for the presentation of the Fiat Doblò Natural Power with 1.4-litre, 16-valve T-JET CNG/gasoline engine, confirming Fiat's undisputed leadership in factory-installed powerplants of this type.

At the beginning of the year the brand also began sale of the 2010 model year Bravo, which has been enhanced in both style and content.

At Geneva, for Lancia there was the debut of a special series Delta with new look and features and the limited edition Ypsilon ELLE.

Also on display at Geneva was the Abarth Punto Evo, the high-tech sport version of the Fiat model presented last September. The power increase was achieved through an innovative 165 hp, 16-valve MultiAir 1400. An object of much admiration was the Abarth 500C, the first convertible released by the brand since its relaunch.

In March, JATO named Fiat Automobiles, for the third year running, as having the lowest CO_2 emissions among the top 10 selling brands in Europe with the lowest average CO_2 emissions for cars sold in 2009: 127.8 g/km.

Maserati

For Q1 2010, **Maserati** reported €127 million in **revenues**, up 10.4% over the same period in 2009. This improvement is principally attributable to the excellent performance of the new GranCabrio, which has been very successful in all of the brand's markets.

A total of 1,205 cars were delivered to the network during the quarter, a 4.1% increase over the same period in 2009.

Trading profit came in at €4 million for Q1 2010, an improvement over the €3 million figure for Q1 2009.

At the Geneva Motor Show in March, Maserati presented the limited production Quattroporte Sport GT S Awards Edition, created to celebrate the numerous awards the model has received from top international magazines since its launch. Due out in July, the special series embodies the elegance and sportiness of the brand's flagship model, combining the most attractive handcrafted detailing with elements expressing its sporting character.

Ferrari

For Q1 2010, **Ferrari** reported €414 million in **revenues**, down 6.1% over the corresponding period in 2009, when volumes reflected only the initial impacts of the economic crisis. The drop was primarily attributable to a change in product mix.

A total of 1,585 cars were delivered to the network during the quarter, substantially in line with Q1 2009 (1,571 cars; +0.9%).

Ferrari closed the quarter with a **trading profit** of €39 million (€54 million for Q1 2009). The decline was attributable, on one side, to a less favourable product mix and, on the other, to the fact that the newly-released F458 Italia provided a limited contribution for the period.

At the Geneva Motor Show in March, Ferrari presented the HY-Kers, a hybrid GT which benefits from eco-smart technologies developed in Formula 1 racing. Powered by two engines, one electric and the other a traditional V12, the car is a demonstration of the marque's skill in merging respect for the environment with pure driving pleasure. Geneva was also the venue for the debut of the Ferrari California with Start&Stop, while the Beijing Motor Show at the end of April will see the public unveiling of the 599 GTO, the highest performance vehicle in Ferrari's history to be produced in a limited series.

The success of 8-cylinder models continued in the first quarter of 2010, with numerous awards and recognitions being received by the California and the F458 Italia.

Q1 2010

AGRICULTURAL AND CONSTRUCTION EQUIPMENT Revenues & Trading profit/(loss) – 1st Quarter		
(€ million)	*2010*	*2009*
Net revenues	**2,575**	**2,598**
% change	*-0.9*	
Trading profit	**127**	**49**
Change	*78*	
Trading margin (%)	**4.9**	**1.9**

Agricultural and Construction Equipment

CNH – Case New Holland had **revenues** of €2.6 billion for the quarter, in line with Q1 2009 (up 5.2% in US dollar terms). Construction equipment revenues rose due to higher volumes compared to the first quarter of 2009, which was marked by the severe downturn in global markets. Agricultural equipment revenues were down as strong combine sales were more than offset by a weaker mix in North America tractor sales and a sluggish European market in both segments.

Worldwide agricultural equipment industry unit sales increased 14% compared to the first quarter 2009. Global tractor sales rose 14% and global combine sales fell 2% for the quarter. Tractor and combine sales rose slightly in North America and both declined sharply in Western Europe where economic conditions continue to be challenging. Latin America saw significant increases in both tractor and combine markets on strong growth and commodity prices. For Rest of the World, demand for combines was weak, while tractor sales increased 30% mainly driven by demand in China.

CNH market share for tractors declined in North America, especially in the under 40 hp segment where the Sector is reducing inventory to preparation for new models later this year. European market share was flat and Latin America market share decreased due to competitive pricing in the high volume, small and mid-sized categories. Share in Rest of the World markets fell slightly, with demand in certain fast-growing markets, such as China, predominantly met by local low-range products. CNH global market share for combines was up in the first quarter. In North America, the Sector increased its market share targeting key cash crop accounts and was able to meet customer order requirements. In Western Europe share was stable, while in Latin America market share rose on strong demand for newly introduced CNH rotary combines. The Sector picked up market share in Rest of World markets where CNH benefited from increased demand in Turkey, where its brands are strongly positioned in the agricultural capital goods sector, and in the CIS States, where CNH finalized a JV with Kamaz in Russia in March 2010.

Global industry volume for construction equipment rose 31% in the first quarter, with light equipment up 21% and heavy equipment up 40%. North American sales fell 4% for light equipment and 16% for heavy; Western Europe saw a decline in both segments as well. In Latin America, the market rebounded off a weak quarter in the prior year and on strong infrastructure and construction spending, growing 77% in the light segment and 81% in the heavy segment. Rest of World industry sales for construction equipment jumped nearly 55% for light and 57% for heavy models, both dominated by demand in China.

In North America, CNH market share was in line for heavy segment and fell slightly in the light segment amid intense pricing competition. In Europe, the Sector’s share was in line with the light segment market and improved in heavy equipment. CNH share in Latin America was down for light equipment; however share increased in the heavy segment as it was able to meet demand for key customers in a tight market. In Rest of the World markets, where CNH has limited presence, market share remained stable.

CNH **trading profit** was €127 million for the quarter, compared to €49 million one year ago. Cost containment measures, improved fixed cost absorption, especially at construction equipment plants, more than offset the negative volume and mix resulting from reduced agricultural equipment sales in North America and Europe.

In Q1 2010, **Case IH** released the new series Farmall A tractor in the US, with new styling. Case IH is also added a model to its JXU 115 range with more power and a 20x20 drive. In crop production, the brand introduced the Precision How 800 Air Drill for seeding of canola and other specialty crops, the 580 Bushel Cart, and the True Tandem 370 Disk Harrow.

New Holland introduced the Blue Power T7070 Autocommand and T7060 Power Command tractors in Europe and North America. In Europe the brand also introduced two further models. The T6000 Elite 6-cylinder models, light-weight tractors with electronic engine and power boost, and range from 116 hp to 140 hp. And in 88 hp to 101 hp range, New Holland launched the TK series with cab.

Case Construction's 650L crawler dozer was one of the “Top 20 Rollouts” of 2009 by Better Roads magazine.

New Holland's B Series Loader Backhoe was named as Construction Equipment Magazine's Top 100 Products of 2009.

TRUCKS AND COMMERCIAL VEHICLES Revenues & Trading profit/(loss) – 1st Quarter		
(€ million)	*2010*	*2009*
Net revenues	**1,694**	1,523
% change	*11.2*	
Trading profit/(loss)	**3**	(12)
Change	*15*	
Trading margin %	**0.2**	(0.8)

Trucks and Commercial Vehicles

Iveco reported €1.7 billion in **revenues** for the first quarter of 2010, a year-on-year increase of 11.2%. The increase primarily reflects signs of initial recovery in demand which, however, remains at extremely low levels.

Iveco delivered a total of 26,919 vehicles on a worldwide basis, including buses and special vehicles, representing an increase of 25.3% over the same period in 2009. Growth was mainly driven by performance in the light segment (+41.1%). Deliveries were also up in the heavy segment (+9.5%), as well as the medium segment (+40.2%), which has a significantly smaller relative weighting. Total deliveries for the first quarter, however, remained extremely contained, being almost 50% below the average for 2007/08. In Western Europe, 17,241 vehicles were delivered (+19.5%), with increases in the main markets: Italy (+43.6%), Germany (+41.4%), Spain (+30.4%) and France (+16.0%), while in the UK deliveries were down further (-32.5%) against Q1 2009. Deliveries trend was also positive in Eastern Europe, up 12.8% and significantly in Latin America, posting an increase of 53.4%.

In Western Europe, registrations for ≥3.5 ton trucks and commercial vehicles only contracted a further 12.6% over Q1 2009, due to a significantly reduced order intake in the second half of 2009 compared to the same period in 2008, particularly in the medium and heavy segments. The light segment grew slightly (+2.0%), while there was a decrease of 33.3% in the heavy segment and 19.7% in the medium segment. Analysed by country, registrations were down in all major European markets: Italy (-4.5%), France (-12.9%), Germany (-7.1%), the UK (-7.6%) and Spain (-5.8%).

Iveco's market share in Western Europe was 14.3% for the quarter, up 0.7 percentage points over Q1 2009. Share in the light vehicle segment increased 0.1 percentage points. For the heavy segment, share was up 1.0 percentage point on the back of positive performances in Italy (+4.2 percentage points), France (+1.8 percentage points) and the UK (+1.7 percentage points). In the medium segment, there was a 0.8 percentage point decrease, particularly impacted by performance of the Italian and UK markets.

In this context Iveco managed to further reduce its overall inventory of new trucks and commercial vehicles, both at company and network level, reflecting achievement of its de-stocking program.

Iveco closed the first quarter with a **trading profit** of €3 million, compared to a €12 million loss for Q1 2009. The improvement was primarily attributable to volume increases and manufacturing efficiencies, partially offset by lowering of prices in response to competitive pressure.

The new Iveco range attracted several awards during the quarter. Among the most important was “Utilitarie de l’Année 2010” awarded to the EcoDaily in France by the weekly “L’Argus de l’Automobile”. In China, the Power Daily (the light vehicle produced by the joint venture Naveco) was given special mention as “Recommended Vehicle for Green Logistics” by "Green China Magazine" and "China Green Logistics Development Promotion Alliance" for the optimum power coupled with low emissions and reduced consumption.

During the period, Iveco also provided vehicles for the Overland 12 expedition, to take place this year in Africa, and became Official Sponsor of the Fiat Yamaha Racing Team.

COMPONENTS AND PRODUCTION SYSTEMS 1st Quarter – Net revenues		
(€ million)	*2010*	*2009*
FPT Powertrain Technologies	**1,364**	1,107
% change	*23.2*	
Components (Magneti Marelli)	**1,273**	976
% change	*30.4*	
Metallurgical Products (Teksid)	**171**	118
% change	*44.9*	
Production Systems (Comau)	**228**	186
% change	*22.6*	
Eliminations	**(123)**	(106)
Total	**2,913**	2,281
% change	*27.7*	

COMPONENTS AND PRODUCTION SYSTEMS 1st Quarter – Trading profit/(loss)		
(€ million)	*2010*	*2009*
FPT Powertrain Technologies	**13**	(58)
Change	*71*	
Components (Magneti Marelli)	**19**	(40)
Change	*59*	
Metallurgical Products (Teksid)	**-**	(8)
Change	*8*	
Production Systems (Comau)	**-**	(7)
Change	*7*	
Total	**32**	(113)
Change	*145*	
Trading margin %	**1.1**	(5.0)

Components and Production Systems

FPT Powertrain Technologies

FPT Powertrain Technologies reported €1,364 million in **revenues** for Q1 2010, representing a 23.2% increase year-over-year. Sales to external customers and joint ventures accounted for 17% of the total.

The Passenger & Commercial Vehicles product line closed the quarter with revenues of €886 million (+24.7%). A total of 583,000 engines (+18.8%) and 577,000 transmissions (+23.0%) were sold during the quarter.

Industrial & Marine reported revenues of €485 million, up 24% over the first quarter of 2009. A total of 88,000 engines (+36.2%) were sold primarily to Iveco (36%), CNH (26%) and Sevel (27%), the JV in light commercial vehicles. In addition, 15,000 transmissions (+21.5%) and 33,000 axles (+30.0%) were delivered.

FPT closed Q1 2010 with a **trading profit** of €13 million, compared to a €58 million loss for Q1 2009. This improvement was primarily attributable to a recovery in sales volumes, in addition to the achievement of purchasing and manufacturing efficiencies.

At the Geneva Motor Show, FPT presented an absolute first in gasoline engine technology: the new 85 hp two-cylinder Twin-Air. This engine combines the revolutionary MultiAir system with special fluid dynamics to achieve optimum fuel efficiency. Smaller (-23%) and lighter (-10%) than a 4-cylinder with equivalent performance, this new engine offers a significant reduction in CO_2 emissions (up to 30%). The Twin-Air will debut on the Fiat 500 in September.

Also in Geneva, FPT Powertrain Technologies presented another important development in transmissions, the "Alfa TCT" (Twin Clutch Technology) to be mounted on the Alfa Romeo MiTo. This innovative transmission incorporates 23 patented technologies.

In South America, the 1.0-litre Fire Low Friction and the Flexfuel versions of the 1.4-litre Fire Evo2 and the 1.6 & 1.8-litre E-Torq were launched.

Magneti Marelli

Magneti Marelli reported €1,273 million in **revenues** for Q1 2010, up 30.4% over the first three months of 2009, which were heavily impacted by the effects of the global economic crisis.

All business lines achieved revenue increases for the quarter, particularly in Brazil, China and Turkey. In Italy sales for the Sector also benefited from government incentives on new vehicle orders in the final months of 2009.

The Lighting business line experienced a recovery in revenues in the medium-to-large segment, which had been particularly hard hit in 2009 by the crisis, as well as positive performance in the NAFTA region. The growth in the light commercial vehicles market had a positive impact on sales for the Suspension Systems business in Italy and the Exhaust Systems business in Spain.

Magneti Marelli reported Q1 **trading profit** of €19 million, compared to a €40 million loss for Q1 2009. This improvement was attributable to higher sales volumes and production efficiencies achieved.

The most notable new developments presented by the Sector during the quarter included components produced by Magneti Marelli for the new Alfa Romeo Giulietta, including: LED headlights and tail lights, suspensions, hot-end exhaust and the new navigation system, which incorporates navigator, dual tuner radio receiver, and CD/MP3 player with interface for Blue&Me system, into a single device.

Magneti Marelli also collaborated with FPT Powertrain Technologies to develop and produce the Alfa TCT transmission. Other developments included numerous engine and lighting components developed for major European automakers.

Teksid

Teksid reported **revenues** of €171 million for Q1 2010. The 44.9% increase was attributable to higher volumes compared with the first quarter of 2009, which had been severely impacted by the market crisis. Volumes for the Cast Iron business unit increased 36.2% as a result of positive performance in the Mercosur and NAFTA regions, as well as in Europe. Volumes also increased significantly (+81.8%) for the Aluminium business unit.

Teksid closed the quarter with **trading profit** at break even, compared to an €8 million loss for Q1 2009.

Comau

Comau reported **revenues** of €228 million for Q1 2010, up 22.6% year-over-year. The increase was principally attributable to the Body Welding operations in North America.

Order intake for the period of €350 million, represented a 55% year-over-year increase principally attributable to the Services operations. At 31 March 2010, the order backlog totalled €468 million, in line with year-end 2009.

Comau closed the quarter with **trading profit** at break even, compared with a trading loss of €7 million for the corresponding period in 2009. The increase of Body Welding operations was the major contributor to the improvement.

Other Businesses

Other Businesses includes the contribution from the Group's publishing businesses, service companies and holding companies. In Q1 2010, Other Businesses had **revenues** of €262 million, substantially in line with Q1 2009.

For Q1 2010, Other Businesses reported a **trading loss** of €6 million, including the impact of eliminations and consolidation adjustments, compared to a profit of €1 million for the same period in 2009.

Significant events for the first quarter of 2010

In February, Fiat S.p.A. and Sollers signed a memorandum of understanding for the establishment of a global alliance for the production of passenger cars and SUVs. The new JV is expected to reach production capacity of up to 500,000 vehicles per year by 2016. Nine new models (C & D segment and SUV) will be sold in the Russian market, six of which will be based on a new global Fiat-Chrysler platform. A minimum of 10% of vehicles will be produced for the export market. The project will include new production facilities and a technology park for component production. The Russian government is expected to provide support for the joint venture through subsided long-term financing for the full investment required, estimated at €2.4 billion.

CNH and KAMAZ finalised a joint venture agreement for the production of agricultural and construction equipment in the Russian Federation. This followed a preliminary agreement signed in October 2009. The new company, CNH-KAMAZ Industrial BV, will be 50% held by CNH. JV will initially produce machinery for the Russian market and, subsequently, for other CIS markets. The planned initial investment of USD 70 million will provide annual production capacity of 4,000 units, including a family of 300 hp combines, two ranges of tractors in the 300-535 hp segment and construction equipment.

Fiat Group Automobiles S.p.A. and Chrysler Group LLC took an additional step towards integrating their distribution activities in Europe. Starting from April 2010, FGA will commence commercial activities to support the sale and service of Chrysler, Jeep® and Dodge branded products in several countries in Europe. The activities and employees of the Chrysler national sales companies in Europe will be gradually transferred to the corresponding FGA national sales companies. FGA Capital is already provider of financial services for Chrysler's European activities.

The Shareholders of Fiat S.p.A., which met in Turin on 26 March, approved the 2009 statutory financial statements and distribution of a gross dividend of €0.17 per ordinary share, €0.31 per preference share and €0.325 per savings share, payable from April 22nd. The aggregate dividend was €243.7 million (€237.1 excluding treasury shares currently held). Shareholders also approved amendments to the 2009-2010 Incentive Plan and renewed authorisation for the purchase of own shares for €1.8 billion (inclusive of the €656 million in treasury shares currently held); the buy-back programme remains on hold.

During the quarter, Fiat S.p.A. received the Sector Mover and Gold Class distinctions from SAM (Sustainable Asset Management), the sustainability-focused investment group which analyses the 2,500 largest quoted companies to determine their eligibility for inclusion in the Dow Jones Sustainability indexes. For 2009, Fiat was the best relative improver in sustainability performance within the Automobile sector (SAM Sector Mover).

2010 Outlook

2010 is positioning itself as a year of transition and stabilization.

The Group expects all of its Sectors to improve performance over the prior year, with the exception of the Automobiles business, the performance of which will be impacted in the last 3 quarters of the year by the reduction and/or elimination of eco-incentives programs which underpin demand in Western Europe.

The Group will continue to implement the rigorous cost containment action initiated as early as the latter part of 2008.

The capital expenditures programs are expected to increase over the abnormally low levels of 2009, 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 confirmed as follows:

- Revenues in excess of €50 billion.
- Trading profit of €1.1 to €1.2 billion.
- Net profit near break even.
- Net industrial debt above €5 billion.

Fiat will, in any event, have more than adequate resources to transition to what is expected to be a normalized trading environment in 2011 and later years.

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

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The managers responsible for preparing the Company's financial reports, Alessandro Baldi and Camillo Rossotto, 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: 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, 21 April 2010

Today, starting at 12:00 p.m. CET, management will present the 2010 first quarter results to financial analysts and institutional investors during the Investor Day. The presentation can be followed live and a recording will be available later on the Group website (www.fiatgroup.com).

CONSOLIDATED INCOME STATEMENT

Unaudited

(€ million)	1st Quarter 2010	1st Quarter 2009
Net revenues	12,926	11,268
Cost of sales	11,094	9,879
Selling, general and administrative costs	1,115	1,079
Research and development costs	338	340
Other income (expenses)	(27)	(18)
TRADING PROFIT/(LOSS)	**352**	**(48)**
Gains (losses) on the disposal of investments	1	(2)
Restructuring costs	2	2
Other unusual income (expenses)	1	(77)
OPERATING PROFIT/(LOSS)	**352**	**(129)**
Financial income (expenses)	(250)	(210)
Result from investments:	55	(21)
Share of the profit/(loss) of investees accounted for using the equity method	52	(24)
Other income (expenses) from investments	3	3
PROFIT/(LOSS) BEFORE TAXES	**157**	**(360)**
Income taxes	178	51
PROFIT/(LOSS) FROM CONTINUING OPERATIONS	**(21)**	**(411)**
Profit/(loss) from discontinued operations	-	-
PROFIT/(LOSS) FOR THE PERIOD	**(21)**	**(411)**
PROFIT/(LOSS) FOR THE PERIOD ATTRIBUTABLE TO:		
Owners of the parent	(25)	(410)
Non-controlling interests	4	(1)

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 Euro were as follows:

	1st Quarter 2010		At 31 December 2009	1st Quarter 2009	
	Average	At 31 March	At 31 December	Average	At 31 March
US dollar	1.383	1.348	1.441	1.303	1.331
Pound sterling	0.888	0.890	0.888	0.909	0.931
Swiss franc	1.463	1.428	1.484	1.498	1.515
Polish zloty	3.987	3.867	4.105	4.499	4.689
Brazilian real	2.492	2.404	2.511	3.017	3.077
Argentine peso	5.306	5.216	5.473	4.616	4.945

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

Unaudited

(€ million)	At 31 March 2010	At 31 December 2009
ASSETS		
Intangible assets	7,446	7,199
Property, plant and equipment	13,102	12,945
Investments and other financial assets:	2,230	2,159
Investments accounted for using the equity method	1,956	1,884
Other investments and financial assets	274	275
Leased assets	451	457
Defined benefit plan assets	148	144
Deferred tax assets	2,675	2,580
Total Non-current assets	**26,052**	**25,484**
Inventories	9,012	8,748
Trade receivables	3,963	3,649
Receivables from financing activities	13,441	12,695
Current tax receivables	748	674
Other current assets	2,826	2,778
Current financial assets:	936	899
Current investments	38	46
Current securities	232	217
Other financial assets	666	636
Cash and cash equivalents	10,969	12,226
Total Current assets	**41,895**	**41,669**
Assets held for sale	80	82
TOTAL ASSETS	**68,027**	**67,235**
Total assets adjusted for asset-backed financing transactions	**60,545**	**60,149**
EQUITY AND LIABILITIES		
Equity:	11,457	11,115
Issued capital and reserves attributable to owners of the parent	10,595	10,301
Non-controlling interest	862	814
Provisions:	8,476	8,432
Employee benefits	3,427	3,447
Other provisions	5,049	4,985
Debt:	28,300	28,527
Asset-backed financing	7,482	7,086
Other debt	20,818	21,441
Other financial liabilities	425	464
Trade payables	12,074	12,295
Current tax payables	559	377
Deferred tax liabilities	128	152
Other current liabilities	6,608	5,865
Liabilities held for sale	-	8
TOTAL EQUITY AND LIABILITIES	**68,027**	**67,235**
Total equity and liabilities adjusted for asset-backed financing transactions	**60,545**	**60,149**

CONSOLIDATED STATEMENT OF CASH FLOWS

Unaudited

(€ million)	Note	1st Quarter 2010	1st Quarter 2009
A) CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD AS REPORTED		**12,226**	**3,683**
Cash and cash equivalents included as Assets held for sale		-	-
B) CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD		**12,226**	**3,683**
C) CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES DURING THE PERIOD:			
Profit/(loss) for the period		(21)	(411)
Amortisation and depreciation (net of vehicles sold under buy-back commitments and leased assets)		680	679
(Gains) losses from disposal of non-current assets		(5)	(3)
Other non-cash items	(a)	30	69
Dividends received		59	5
Change in provisions		(158)	(124)
Change in deferred income taxes		(63)	(144)
Change in items due to buy-back commitments	(b)	33	(44)
Change in operating lease items	(c)	34	21
Change in working capital		(175)	158
TOTAL		**414**	**206**
D) CASH FLOWS FROM (USED IN) INVESTMENT ACTIVITIES:			
Investments in:			
Property plant and equipment and intangible assets (net of vehicles sold under buy-back commitments and leased assets)		(696)	(664)
Investments in consolidated subsidiaries and other investments		(30)	(26)
Proceeds from the sale of non-current assets (net of vehicles sold under buy-back)		27	41
Net change in receivables from financing activities		(141)	184
Change in other current securities		(5)	(13)
Other changes		119	32
TOTAL		**(726)**	**(446)**
E) CASH FLOWS FROM (USED IN) FINANCING ACTIVITIES:			
Repayment of bonds		(1,000)	-
Issuance of other medium-term borrowings		512	1,191
Repayment of other medium-term borrowings		(507)	(241)
Net change in other financial payables and other financial assets/liabilities		(135)	487
Capital increase		-	8
(Buy-back) sale of treasury shares		-	-
Dividends paid		-	-
TOTAL		**(1,130)**	**1,445**
Translation exchange differences		185	53
F) TOTAL CHANGE IN CASH AND CASH EQUIVALENTS		**(1,257)**	**1,258**
G) CASH AND CASH EQUIVALENTS AT END OF PERIOD		**10,969**	**4,941**
of which: Cash and cash equivalents included as Assets held for sale		-	**-**
H) CASH AND CASH EQUIVALENTS AT END OF PERIOD AS REPORTED		**10,969**	**4,941**

(a) In the first quarter 2010, this item includes the reversal of the negative €13 million arising from the fair value measurement of the equity swaps on Fiat shares (positive for an amount of €14 million in the first quarter of 2009).

(b) The cash flows generated by the sale of vehicles under buy-back commitments, net of the amounts included in Profit/(loss) for the period, are included under operating activities in a single line item which includes changes in working capital, capital expenditures, depreciation and impairment losses. This item also includes gains and losses arising from the sales of vehicles transferred under buy-back commitments that occur before the end of the agreement term without repossession of the vehicle.

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