



VOLKSWAGEN GROUP | Porsche Experience Center Hockenheimring
21 June 2023



Disclaimer

The following presentations as well as remarks/comments and explanations in this context contain forward-looking statements on the business development of the Volkswagen Group. These statements are based on assumptions relating to the development of the economic, political and legal environment in individual countries, economic regions and markets, and in particular for the automotive industry, which we have made on the basis of the information available to us and which we consider to be realistic at the time of going to press. The estimates given entail a degree of risk, and actual developments may differ from those forecast. All figures are rounded, so minor discrepancies may arise from addition of these amounts.

At the time of preparing these presentations, it is not yet possible to conclusively assess the specific effects of the latest developments in the Russia-Ukraine conflict on the Volkswagen Group's business, nor is it possible to predict with sufficient certainty to what extent further escalation of the Russia-Ukraine conflict will impact on the global economy and growth in the industry in fiscal year 2023.

Any changes in significant parameters relating to our key sales markets, or any significant shifts in exchange rates, energy and other commodities or the supply with parts relevant to the Volkswagen Group will have a corresponding effect on the development of our business. In addition, there may also be departures from our expected business development if the assessments of the factors influencing sustainable value enhancement and of risks and opportunities presented develop in a way other than we are currently expecting, or if additional risks and opportunities or other factors emerge that affect the development of our business.

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Note: The figures for fuel consumption, electric range, energy consumption and CO2 emissions are included in the glossary.

Today's presenters

Oliver Blume

Volkswagen
Group CEO
since 09/2022

Porsche
CEO
since 10/2015



Arno Antlitz

Volkswagen
Group COO
since 09/2022

Volkswagen
Group CFO
since 04/2021



Macroeconomic backdrop & technology transformation

Economic
uncertainty

From global- to
regionalization

BEV & digitalization
reshaping industry

New **entrants & competitors**

Status quo assessment

Today's strengths

- » Portfolio of **exciting & complementary** brands
- » Leading **scale & global** presence
- » **Entrepreneurial** team ready to **execute**

Today's challenges

Transitioning technology base «

Group **complexity** «

Fixed costs & **capital intensity** «

Our promise

- ① **New team:** Entrepreneurial spirit with clear sustainability commitment
- ② **Technology at scale:** Speed, agility & performance
- ③ **Unleashed brands:** Unrivalled portfolio with focus on entrepreneurship
- ④ **Regional leadership:** Winning globally with tailored regional strategies
- ⑤ **New steering model:** Fostering entrepreneurship & faster decision-making
- ⑥ **Financials:** Cash flow, profitability & capital efficiency at centre stage

1

NEW TEAM

Entrepreneurial spirit with clear
sustainability commitment

Entrepreneurial spirit with clear sustainability commitment

New
management team

New
leadership principles

New
steering framework

First strategic steps
successfully executed

New executive team to master the transformation

Gunnar Kilian

Group HR,
Brand Group Trucks

Markus Duesmann

Brand Group
Progressive & CEO Audi

Arno Antlitz

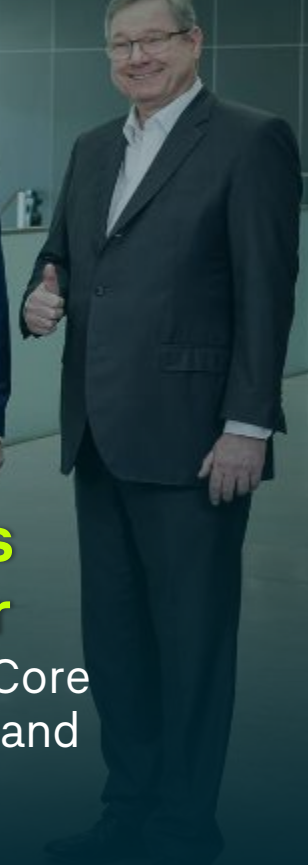
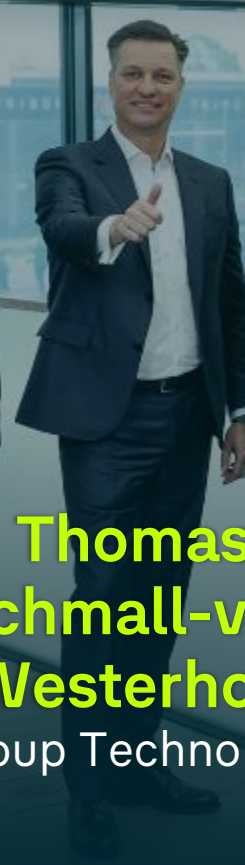
Group CFO &
COO

Hauke Stars

Group IT

Manfred Döss

Group Integrity
& Legal Affairs



Thomas Schmall-von Westerholt
Group Technology

Ralf Brandstätter
Group China

Oliver Blume
Group CEO & Brand
Group Sport Luxury

Thomas Schäfer
Brand Group Core
& CEO VW brand

Dual roles to expand know-how from brands to Group level



Christian Vollmer

Production



Dirk Große-Loheide

Procurement



Hildegard Wortmann

Sales



Michael Neumayer

Quality



Michael Steiner

Development



Michael Mauer

Design



Sebastian Rudolph

Communication



New **leadership principles**

'**Dual role**' concept

Enhanced **coordination**

'**Best owner**' approach

Cornerstones of Volkswagen Group's operating model

Brand identity

Group scale

Differentiated designs

Appealing products & UX

Commitment to quality



Customer centricity

Combined technology

Standardization

Cost leadership



Speed, agility & performance

Systematic approach: TOP 10 Group program



01
Planning round



02
Products



03
China



04
NAR



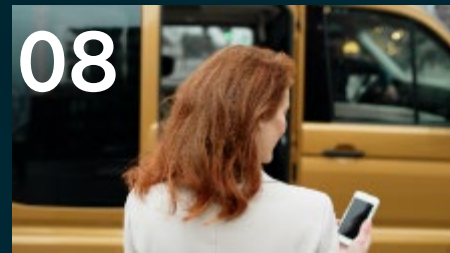
05
CARIAD



06
Platform /
Technology



07
Battery
& Charging



08
Mobility
Solutions



09
Sustainability



10
Capital Market

Implementation of measures reflected in improved ESG ratings

Agencies	2020	2023	Target 2025	Status
MSCI	CCC	B	BBB	↗
Sustainalytics ¹	41	26	<22	↗
ISS ESG	C	C+	C+	✓

~10% BEV deliveries target share²

30% emission reduction by 2030 on track

'PAI'³ Scorecard published

Independent Xinjiang audit planned

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1 NEW TEAM: Key takeaways

- » **New management team** with a new spirit
- » **Entrepreneurship, accountability & execution focus**
- » **New operating model** combining brand identity & Group scale
- » **Accelerated decision making** – many critical topics addressed
- » **Sustainability**: implementation in full swing
- » ... and there is **more to come!**

2

TECHNOLOGY AT SCALE

Speed, agility & performance



Speed, agility & performance

New
steering principles

Focus on **speed,**
agility & performance

Scale for **cost**
competitiveness

Four
key technology areas

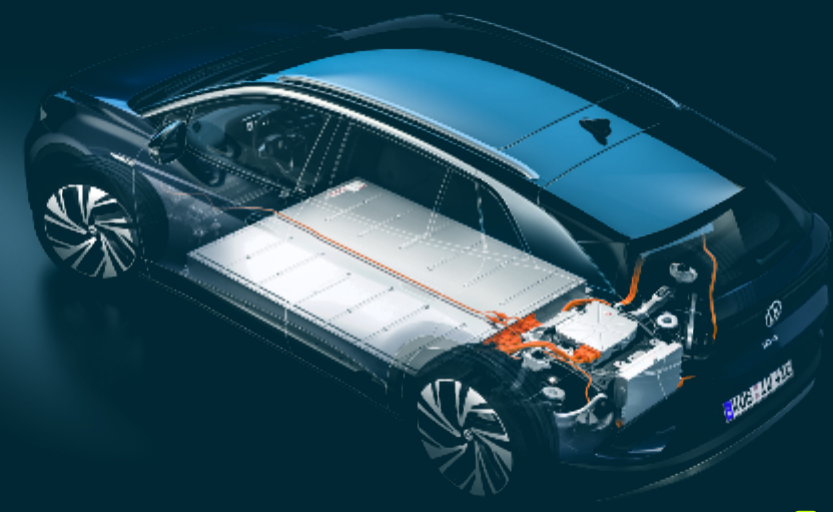
Four key technology areas centered around customer needs

Architecture

SSP as single
future backbone

Battery

Unified cell with tailored
regional approach



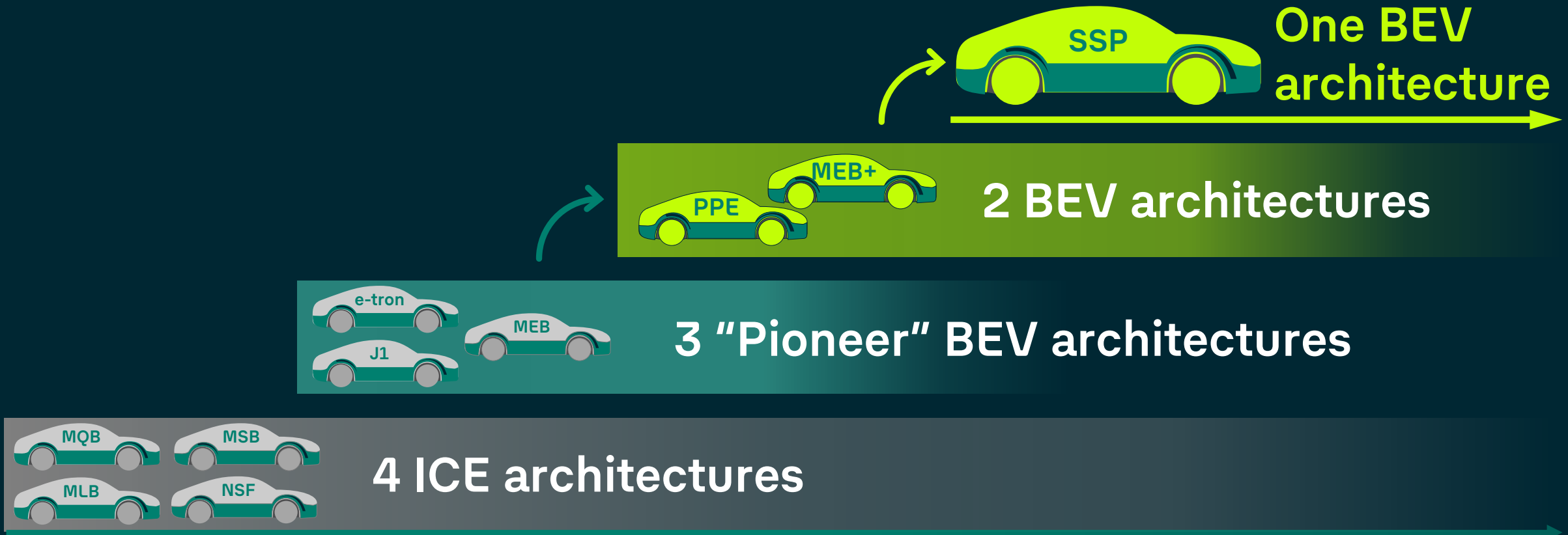
Software

Platform scale & speed
through smart partnerships

Mobility solutions

One platform for
all mobility needs

Clear path to BEV competitiveness & one architecture



2007 2019 2024/25

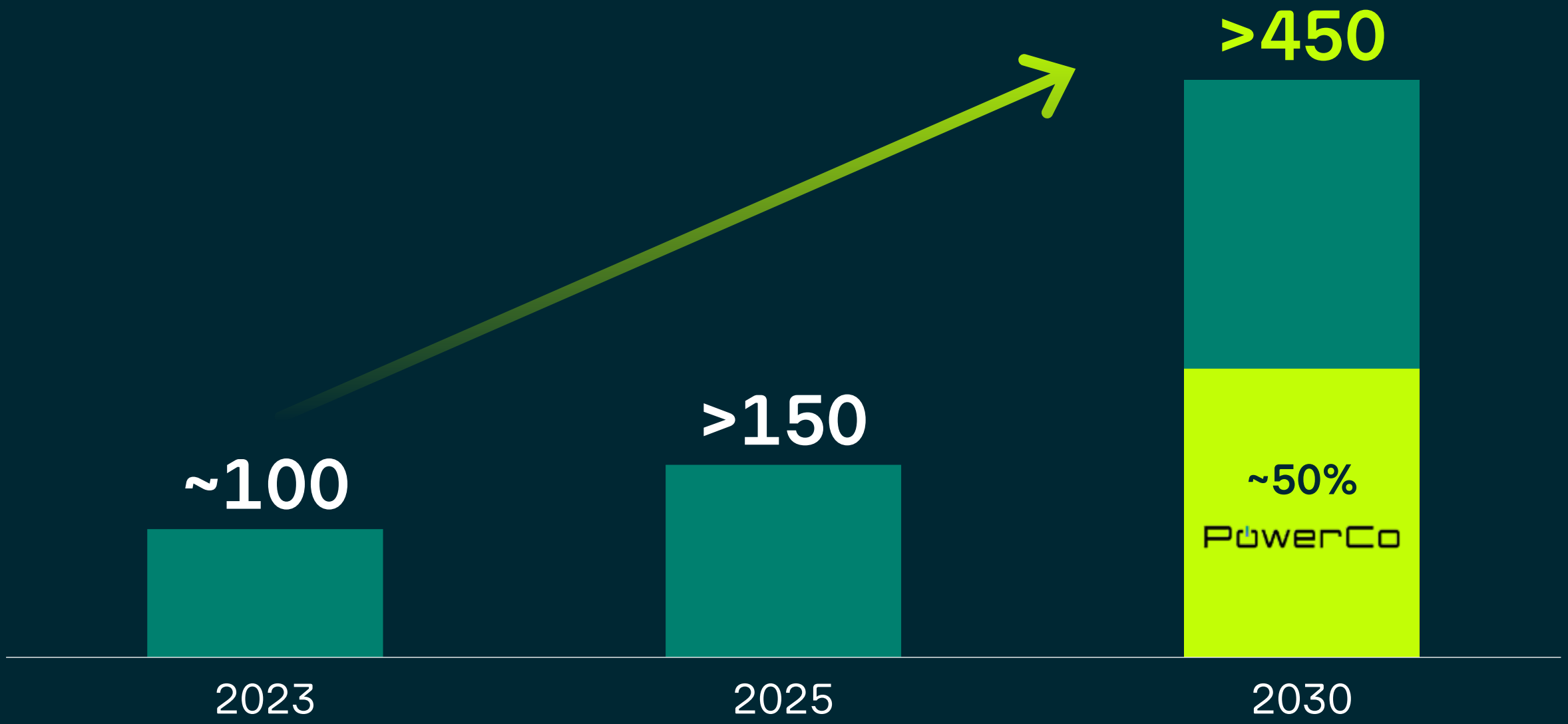
Today: Complexity due to multiple platforms BEV **competitiveness** with **MEB+ & PPE** Future: SSP as **single backbone**

Advancements along our path to one architecture

Dimensions	MEB	2024+ PPE	2025+ MEB+	2026+ SSP
Main segments	A-B	B-D	A0-B	A0-D
Engine power, kW	110-220	140-700	110-290	120-1,300
Charging time, min ¹	~35	~21	~20	~12
ADAS	Up to L2+	L2++ & more	Up to L2++	Up to L4
Margin parity ²	Some	Selective	Selective	Most

1. Minimum charging time 10-80% SoC (State of charge for MEB/PPE/MEB+), 5-80% for SSP depending on specific set of factors (e.g. battery size, temperature) | 2. Comparison of BEV and corresponding ICE model, parity always depending on specific set of factors (e.g. raw material price fluctuation & production location)

More than 450 GWh Volkswagen Group demand in 2030



Key pillars of our battery strategy



Superior
& flexible
Unified Cell

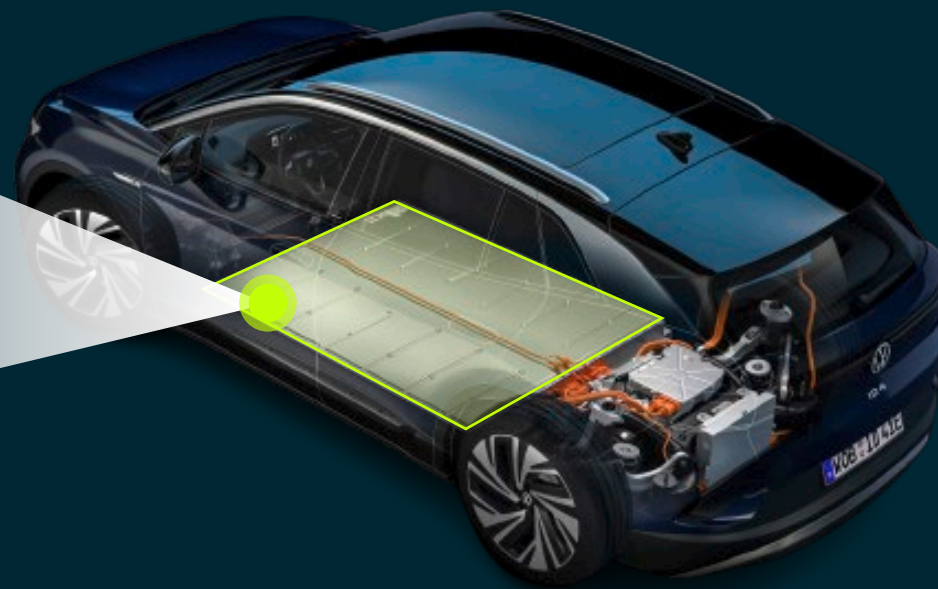
Regional
sourcing
strategy

Tailored
mix of
make & buy

PowerCo:
**Competitive
supplier**

Vertical
integration
with partners

Unified Cell: Powering up to 80% of all our BEVs in 2030



Cost reduction of up to **50%¹** through strategic initiatives (e.g. dry coating)

Adaptable to all leading chemistries

Tailored to segments & architectures

1. LFP based chemistry as presented at battery strategy day in 11/2021

PowerCo: Competitive supplier for NAR & Europe

PowerCo



-30 % Capex per GWh
vs. state-of-the-art

3 factories totalling
~200 GWh

Optionality for
stage-gated ramp-up

Vertical integration: Balanced approach to secure supply

Instruments

Already secured until 2030¹

- » Financial hedging
- » Long-term agreements
- » Investments & partnerships

Up to ~30%
for all critical
BEV raw materials

1. Mix calculation for each material as average across different instruments for Group GWh demand

CARIAD: Plan for comprehensive re-alignment



Restructuring
& stronger **ties**
to lead brands

Accelerated
execution of
E³ 1.2 platform

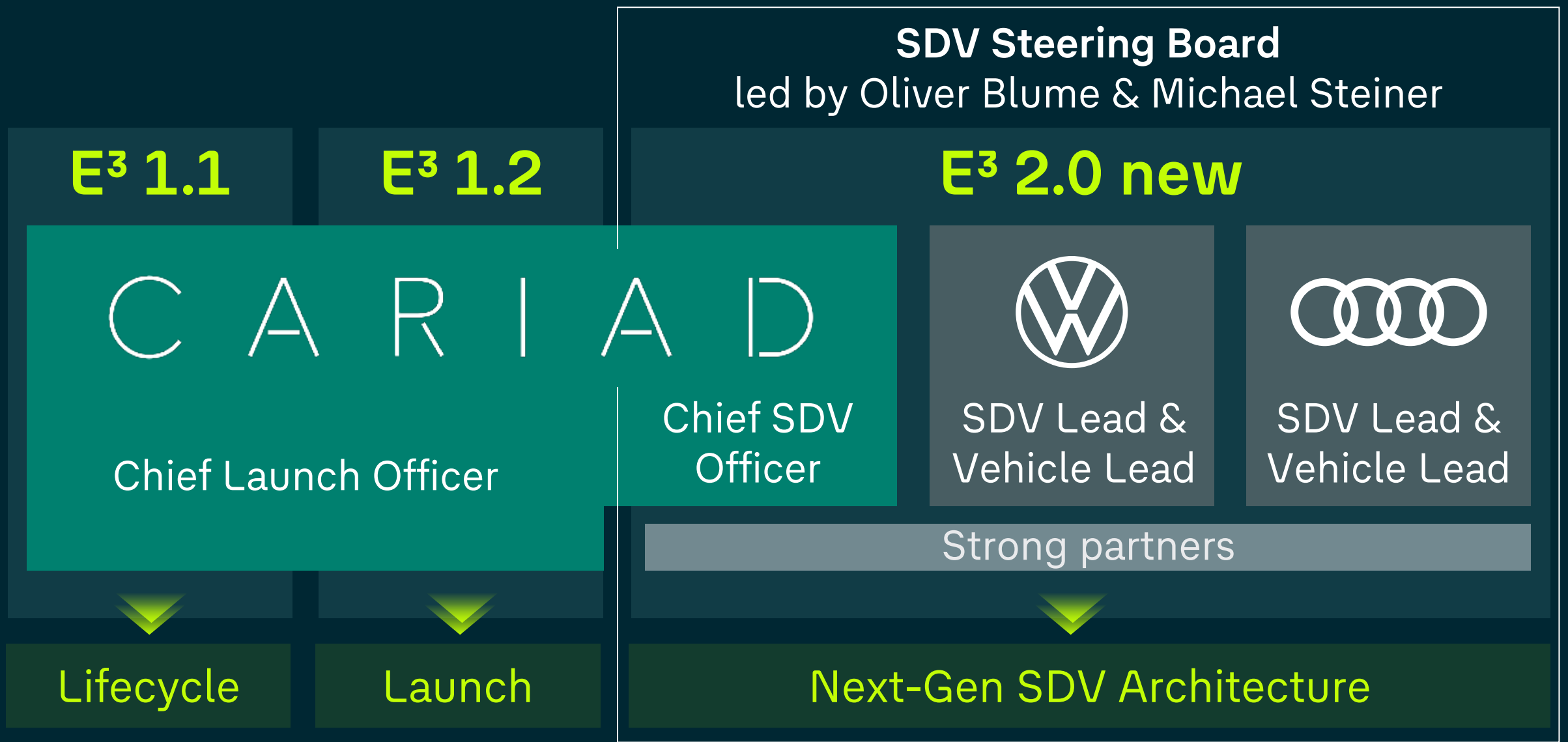
Structural
focus on **SDV¹**
for E³ 2.0

Intensified
technology
partnerships

New leadership
& collabo-
ration model

1. Software defined vehicle

E³: Restructuring along software platforms



Partners: Global & regional partnerships

Global



Apps
Q4/2019



BOSCH

ADAS
Q1/2022



Semiconductors
Q2/2022



mobileye™

ADAS
Q2/2023

China



Horizon Robotics

ADAS
Q4/2022



Connectivity & Infotainment
Q2/2023

2 TECHNOLOGY AT SCALE: Key takeaways

- » **New steering** based on best owner approach & partnerships
- » **Superior architecture** with SSP as single future backbone
- » **Industry-leading battery strategy** with full optionality
- » **Reset of software strategy** to deliver competitive products
- » **One mobility platform** positioned to capture future upside

3

UNLEASHED BRANDS

Unrivalled portfolio with
focus on entrepreneurship



Unrivalled portfolio with focus on entrepreneurship

Unmatched
brand portfolio

Coherent
design strategy

Momentum in
product pipeline

Four **entrepreneurial**
brand groups

Brand Group Core



SKODA



SEAT



CUPRA



**Commercial
Vehicles**

VW brand: ACCELERATE FORWARD | Road to 6.5

3.6%

Return on Sales
2022

» **Product positioning**
(mix, content, pricing)

» **Cost initiatives**
(material, fixed, production, sales, R&D costs)

» **Structural synergies**
(overhead, distribution, new business opportunities)

Specific goals
aimed at **cost &
complexity reduction**

~€10bn
**sustainable
improvement**

6.5%

Return on Sales
2026

To be developed
with **employee repre-
sentatives involved**

Financial targets – Brand Group Core

Key Performance Indicator	Last Reported 2022	Mid-term 2027	Strategic Target 2030
Sales Revenue	~€114bn		
Return on Sales ¹	3.6 %	~8 %	>8 %
Cash Conversion Rate ²	30 %	~60 %	>60 %
BEV Penetration ³	~8 %	~35 %	>50 %

1. Before special items | 2. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division | 3. Excluding at equity accounted companies China not included in the consolidated figures

Brand Group Progressive



Financial targets – Brand Group Progressive

Key Performance Indicator	Last Reported 2022	Mid-term 2027	Strategic Target 2030
Sales Revenue	~€62bn		
Return on Sales ¹	12.3 % <i>10.5%²</i>	~12 %	~14 %
Cash Conversion Rate ³	64 %	~75 %	~75 %
BEV Penetration ⁴	~11 %	~40 %	~75 %

Brand Group Sport Luxury



PORSCHE

Financial targets – Brand Group Sport Luxury

Key Performance Indicator	Last Reported 2022	Mid-term	Strategic Target
Sales Revenue ¹	~€35bn		
Return on Sales ^{2,3}	18.0 %	17-19 %	>20 %
Cash Conversion Rate ^{4,5}	60 %	>60 % ⁶	n/a ⁷
BEV Penetration ⁸	~11 %	>50 %	>80 %

1. Based on Porsche Automotive only | 2. Before special items | 3. Based on Porsche Group operating profit (incl. Financial Services segment) | 4. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division | 5. Based on Automotive Net Cash Flow and Automotive operating profit (excl. Financial Services segment) | 6. Based on Porsche Automotive only, corresponds to Porsche Net Cash Flow Margin ambition of 12.5-14% as Mid-term target; CCR is no key KPI for Porsche AG; the respective values shown are derived by Volkswagen AG | 7. Porsche AG has currently not provided a strategic Net Cash flow Margin ambition | 8. Mid-Term includes PHEV and refers to 2025; Strategic target refers to BEV penetration in 2030

Brand Group Trucks



Truck
Bus

Financial targets – Brand Group Trucks

Key Performance Indicator	Last Reported 2022	Mid-term	Strategic Target
Sales Revenue ¹	~€40bn		
Return on Sales ²	4.0 %	~9 % ³	~9 % ³
Cash Conversion Rate ^{4,5}	n/a	~70 %	~70 %

1. Based on TRATON Operations only | 2. Before special items | 3. Based on TRATON Operations only, corresponds to TRATON Group strategic target of 9% in 2024 | 4. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division | 5. Based on TRATON Operations Net Cash Flow and operating profit

3 UNLEASHED BRANDS: Key takeaways

- » Four efficient & entrepreneurial brand groups
- » Achieve **6.5% RoS for VW** brand in 2026
- » Realize **full potential of Audi** in electrified era
- » Continue to exploit **#1 position in luxury**
- » **Further execution on TRATON's** strategic & financial trajectory

4

REGIONAL LEADERSHIP

Winning globally with
tailored regional strategies

Winning globally with tailored regional strategies

Global & regional
powerhouse

#1 international
OEM in **China**

Extend **leading**
position in **Europe**

Double-down efforts
for **NAR profit pools**

Strategic priorities



#1 international OEM
& among **TOP 3**
in Chinese market

Tailored,
superior **ICV**
product offerings

Target
proportionate OP
mid-term **>€2.5bn¹**

1. Proportionate operating result accounted at equity within financial result over the mid-term (until 2027)

Strategic priorities



Sustain #1
in **home market**

Align **invest**
with profit pool

Adjust **production**
capacity

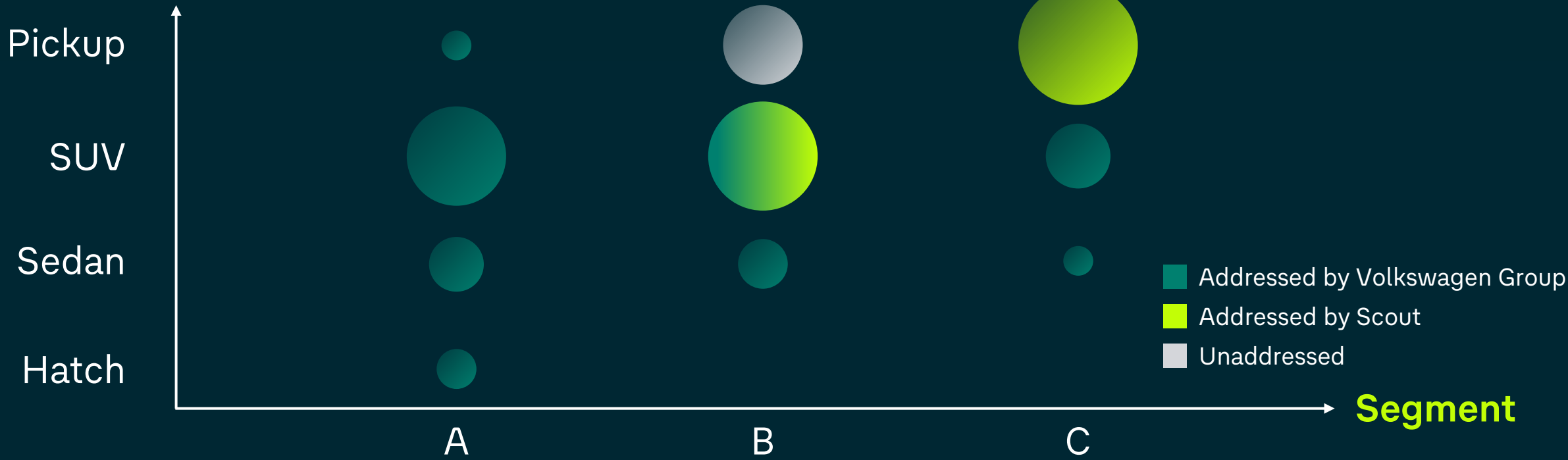
Digitize
dealer network

Scout to complement the product portfolio

ILLUSTRATIVE

Expected US market profit pools in 2030

Bodystyle



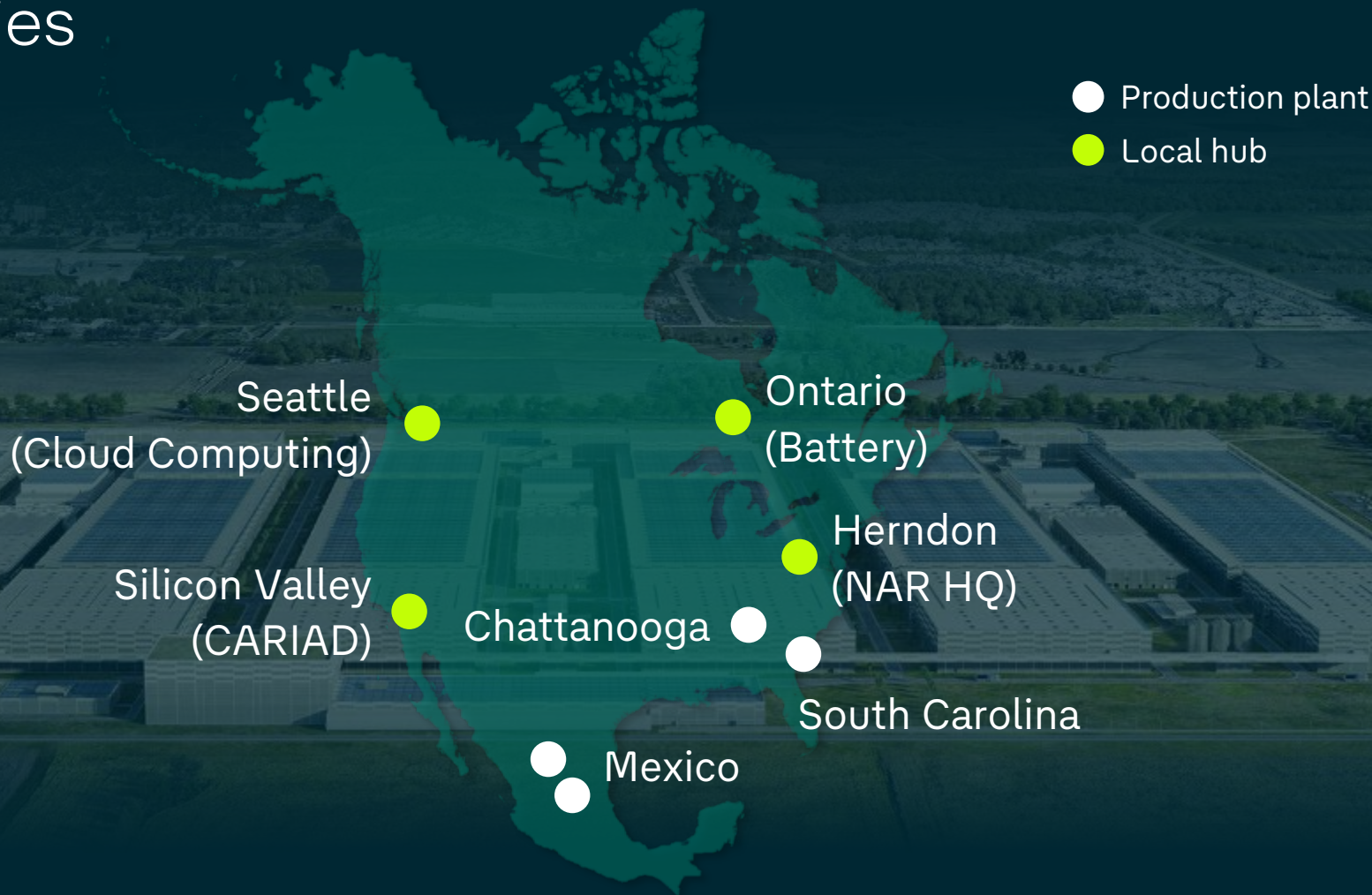
- Teal square: Addressed by Volkswagen Group
- Yellow-green square: Addressed by Scout
- Grey square: Unaddressed

Most promising future **profit pools**

Dedicated **SUV & pick-up** portfolio

Revival of iconic **Scout** brand

Strategic priorities



Tailored **product portfolio**

New **regional governance**

Localization of value chain

New plant in **South Carolina**

4 REGIONAL LEADERSHIP: Key takeaways

- » Leading global scale & regionally **tailored strategies**
- » **China**: #1 international OEM – today & tomorrow
- » **Europe**: #1 in home market & reduced asset intensity
- » **North America**: Address untapped market potential
- » **Overseas**: Seeking additional profit pools worldwide

5

NEW STEERING MODEL

Fostering entrepreneurship &
faster decision-making



Fostering entrepreneurship & faster decision-making

Legacy paradigm

“Outgrow fixed costs”

New steering model

“Value over volume”

Clear focus on
profitability,
fixed costs &
cash flow

Capital
efficiency
& **disciplined**
investments

Focused
approach
to **equity**
investments

Aligned
management
incentivi-
zation

Based on
Integrity &
corporate
values

Platforms fostering group-wide cooperation



New Core KPI-Set to unleash entrepreneurial spirit

Principles ("WHAT")

Value over volume

**Profitability focus
& cost discipline**

Cash flow focus

Capital efficiency

Core KPI-Set ("HOW")

Sales revenue growth
(in % p.a.)

Operating result¹
(in €bn)

Return on Sales¹
(in %)

Net cash flow²
(in €bn)

Cash Conversion Rate⁴
(in %)

Investment ratio³
(in %)

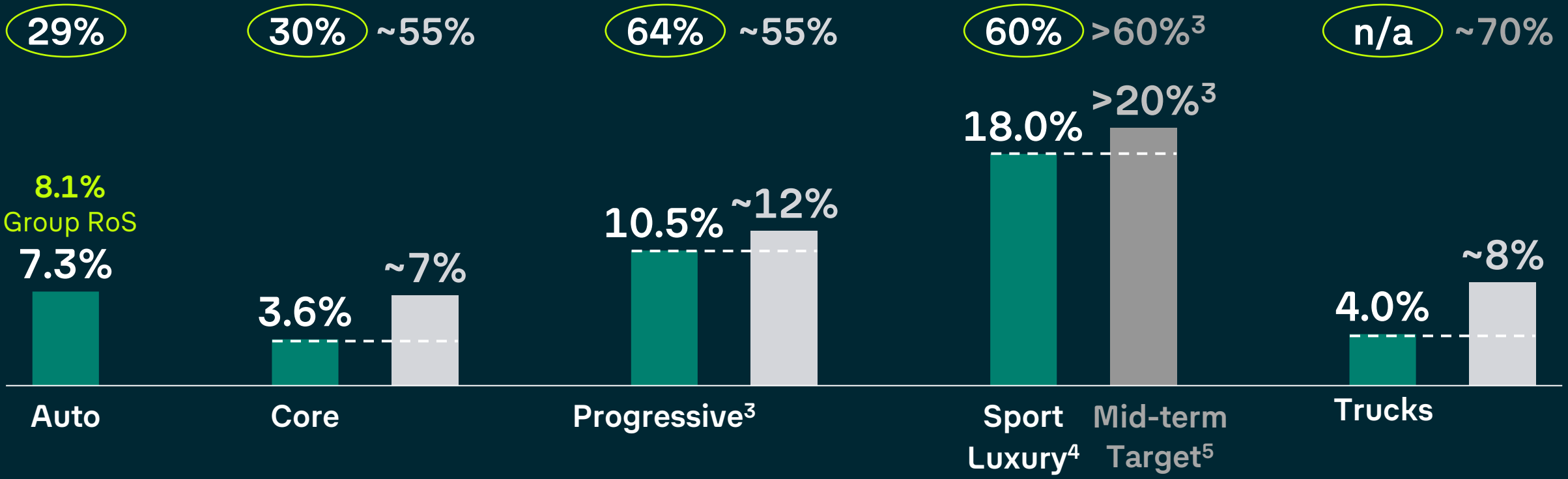
ROI²
(in %)

Steering towards benchmark profitability & CCR

Return on Sales¹ & Cash Conversion Rate² (FY2022)

ILLUSTRATIVE

■ VW ■ Peers % CCR²



Benchmark as **minimum ambition**

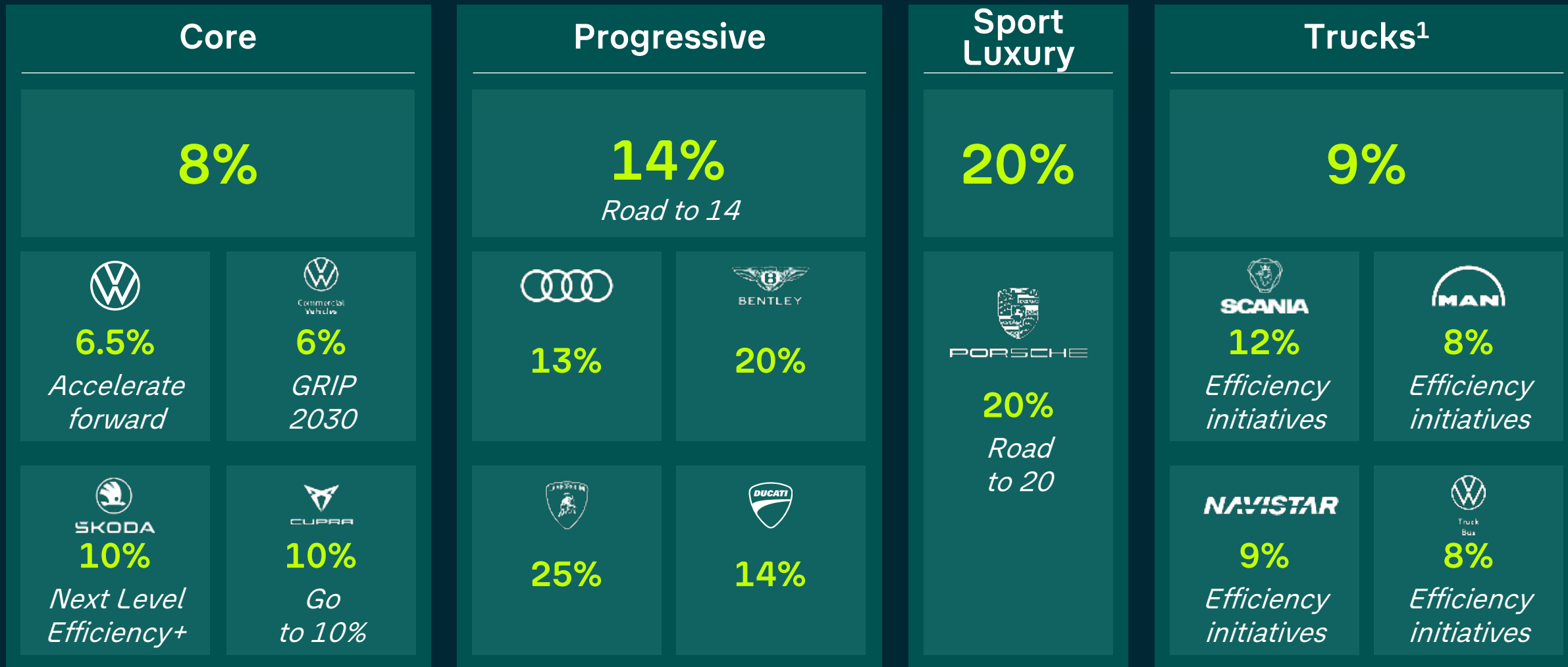
Group-wide **performance programs**

Functional & structural dimension

1. Before special items | 2. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division (for peers where possible) | 3. Excludes ~€1.1bn of fair value effects | 4. Based on Porsche Group operating profit (incl. Financial Services segment) | 5. Mid-term Target for Porsche AG; CCR Based on Porsche Automotive only, corresponds to Porsche Net Cash Flow Margin ambition of 12.5-14% as Mid-term target; CCR is no key KPI for Porsche AG; the respective values shown are derived by Volkswagen AG

All brands started ambitious performance programs

RoS targets

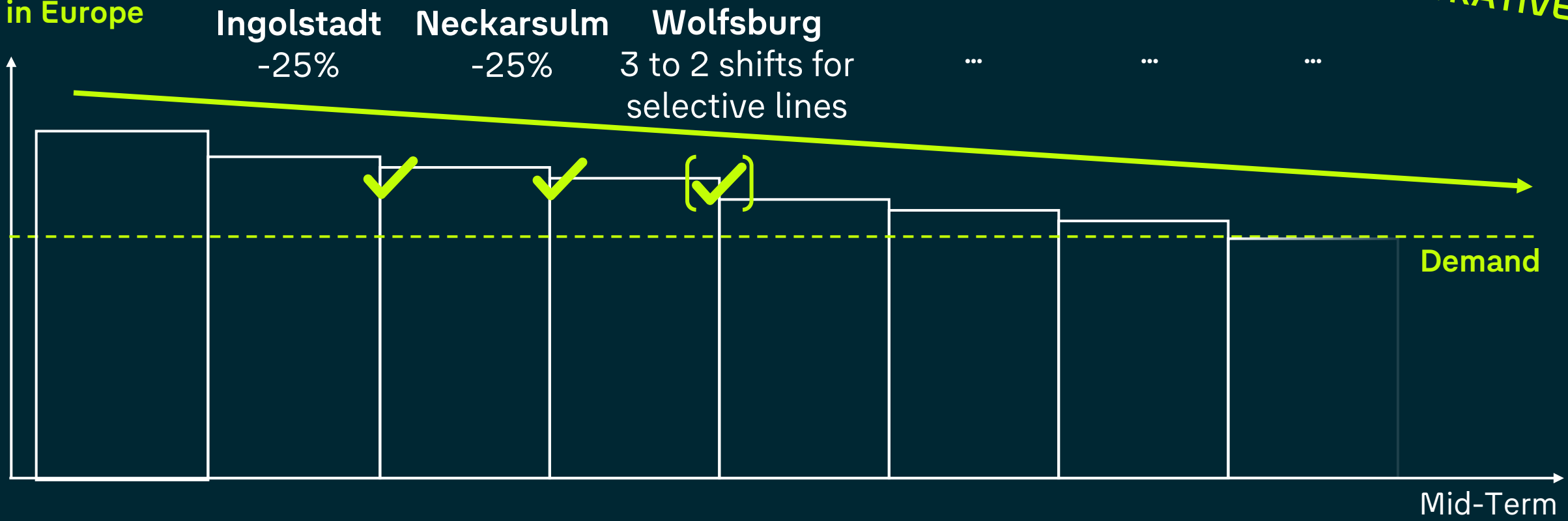


1. Based on TRATON Operations only corresponds to TRATON Group strategic target of 9% in 2024

Structural measures to optimize capacity utilization in Europe

Factory capacity in Europe

ILLUSTRATIVE



Aligned with **realistic volume** assumptions

Realignment towards **permanent** workforces

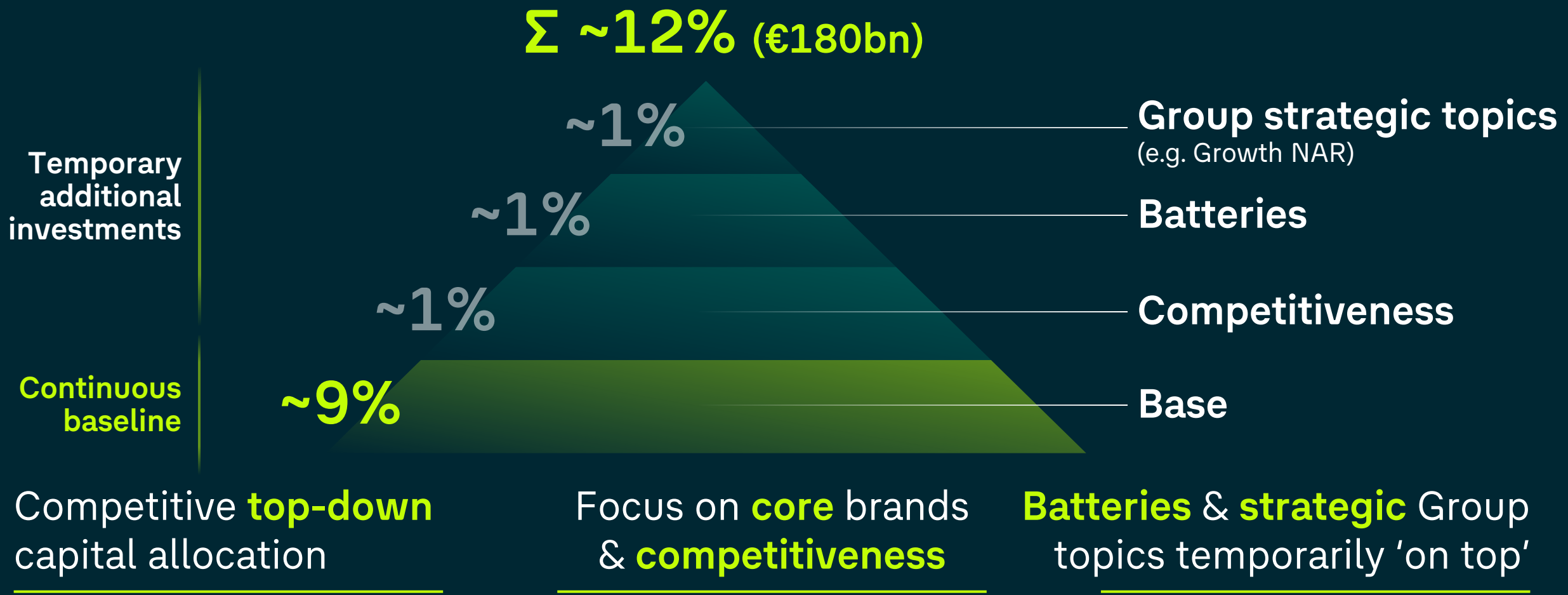
Reduce factory **capacity** by net ~10%¹

1. -10% vs. the technically installed capacity

Clear capital allocation strategy across functions & brands

ILLUSTRATIVE

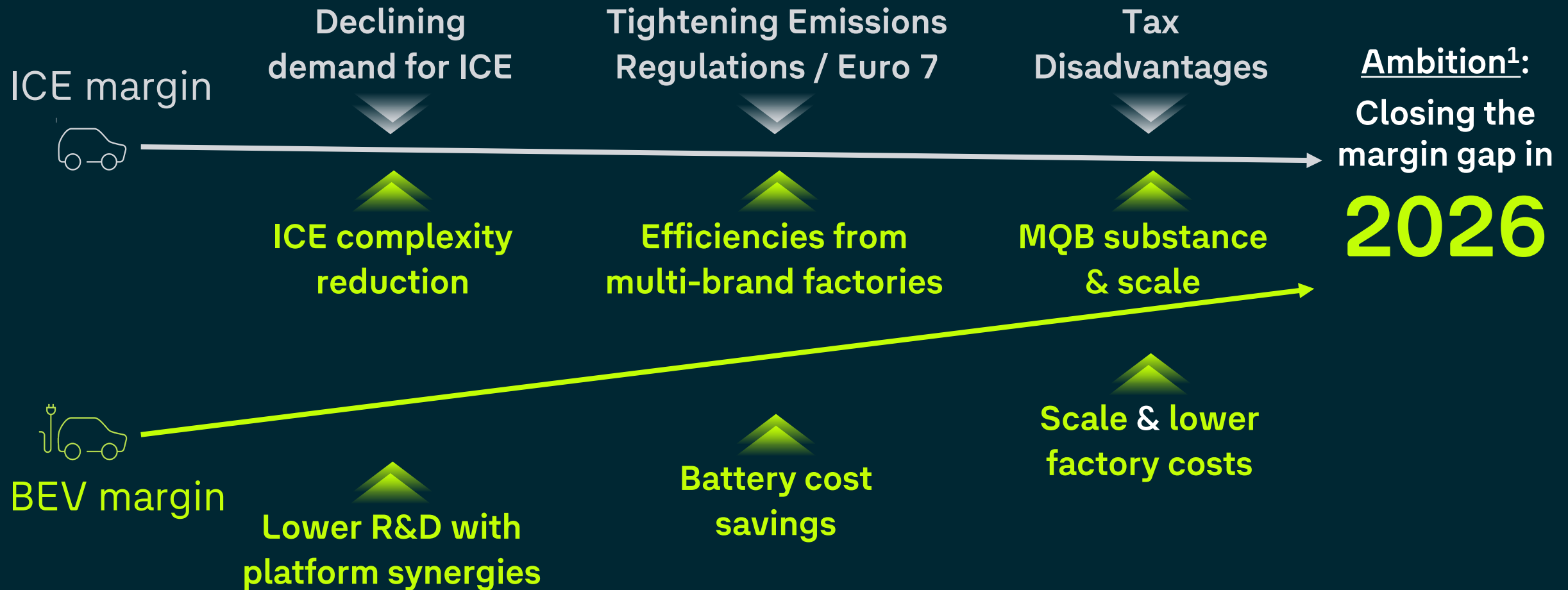
Capex & R&D combined for the Automotive Division as % of Automotive revenue; cum. over the mid-term¹



1. Based on 2023-27

Tangible levers for margin parity on selected projects

ILLUSTRATIVE



1. Comparison of BEV and corresponding ICE model, parity always depending on specific set of factors (e.g. raw material price fluctuation & production location)

Active equity investment management approach for NCS¹

~ €**15**bn

Book
value

> **250**

Non-controlled shareholdings
on Group level

Clusters of **strategic & financial** investments

Best-owner principle
as guiding element

Clear reporting lines
for each asset cluster

1. Non-controlled shareholdings

5 NEW STEERING MODEL: Key takeaways

- » Leadership principles translated **into financial framework**
- » Brand groups target **benchmark profitability & cash flow**
- » Capital allocation with **clear orientation on profit pools**
- » Active **equity investments management** approach
- » **Incentivization** aligned to **brand & brand group** performance



6

FINANCIALS

Cash flow, profitability & capital efficiency at centre stage

Cash flow, profitability & capital efficiency at centre stage

Profitability track record &
very stable **balance sheet**

Strong start
into **2023**

Delivery of financial targets
plus active **approach to NCS**

Focus on attractive
shareholder returns

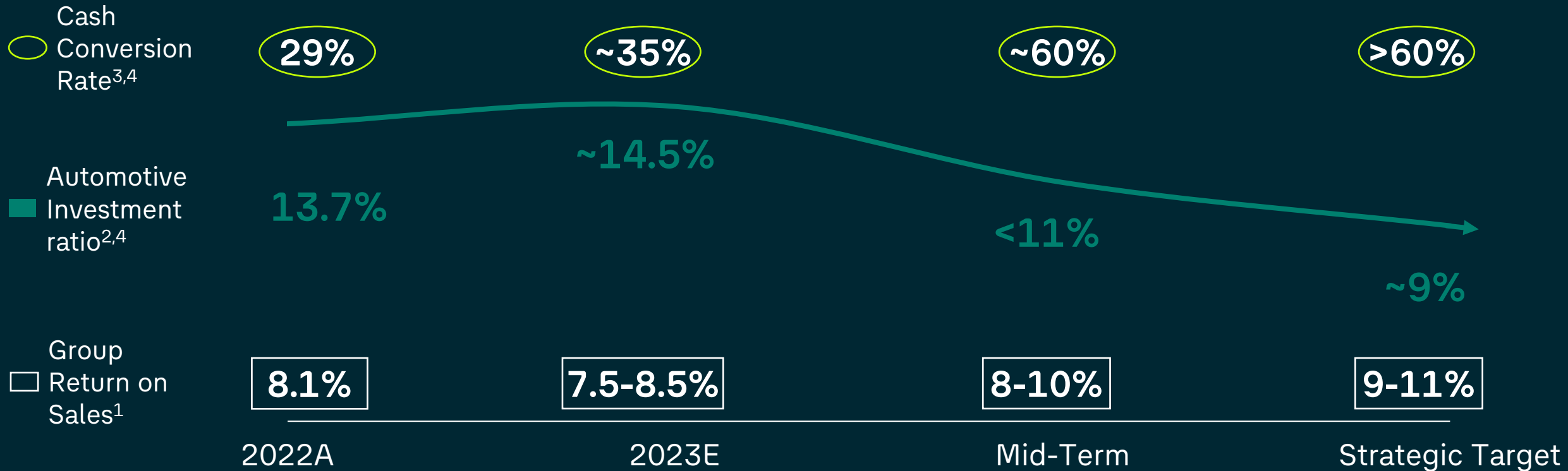
Volkswagen Group financial targets

	Last disclosure 2022	Guidance as anchor 2023	Mid-term 2027	Strategic Target 2030
Group revenue <small>(in % p.a. – CAGR from anchor year)</small>	€279.2bn	€307-321bn	5-7%	In-line with industry
Group Operating Profit¹	€22.5bn			
Group Return on Sales¹	8.1%	7.5-8.5%	8-10%	9-11%
Automotive Investment ratio^{2,5}	13.7%	~14.5%	<11%	~9%
Automotive CCR^{3,4,5}	28.9%	~35%	~60%	>60%
Automotive Net cash flow⁵	€4.8bn	€6-8bn		

1. Before special items | 2. Capex & R&D combined for Automotive Division as % of Automotive revenue | 3. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division | 4. Calculated against mid-point of Guidance | 5. Automotive Division includes the Passenger car & commercial vehicles (incl. Power Engineering) business

Tangible levers to improve cash flow generation

ILLUSTRATIVE



Brand specific margin targets

Group RoS expansion

Focused investment strategy

Strict working cap. management

1. Before special items | 2. Capex & R&D combined for Automotive Division as % of Automotive revenue | 3. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division | 4. Automotive Division includes the Passenger car & commercial vehicles business

Supported by targets on individual brand group level

Brand groups	Core		Progressive		Sport Luxury ¹		Trucks ¹	
	Mid-term	Strategic Target	Mid-term	Strategic Target	Mid-term	Strategic Target	Mid-term	Strategic Target
Return on Sales ²	8%		12%	14%	19% ⁴	20% ⁴	9% ⁶	
Cash Conversion Rate ³	60%		75%		60% ⁵		70% ⁷	
BEV Share ⁸ [%]	35%	50%	40%	75%	50% ⁹	80% ⁹		

1. Not the same time horizon as for the Group, because separate listed entities have their own capital market guidance in place | 2. Before special items | 3. Reported Net Cash Flow divided by Operating Result after special items of the Automotive Division | 4. Based on Porsche Group operating profit (incl. Financial Services segment) | 5. Based on Porsche Automotive only, corresponds to Porsche Net Cash Flow Margin ambition of 12.5-14% as Mid-term target | 6. Based on TRATON Operations only, corresponds to TRATON Group strategic target of 9% by 2024 | 7. Based on TRATON Operations Net Cash Flow and operating profit | 8. China evaluated differently between Brand groups | 9. Including PHEV and including deliveries in China included in the consolidated figures

Tailored targets for PowerCo & CARIAD

Technology Platforms

PowerCo

CARIAD

Strategic Target

Strategic Target

Sales Revenues¹

>€20bn

>€4bn

Operating Result²

>10%

>10%

OP break-even

2029

2027

Cash flow break-even

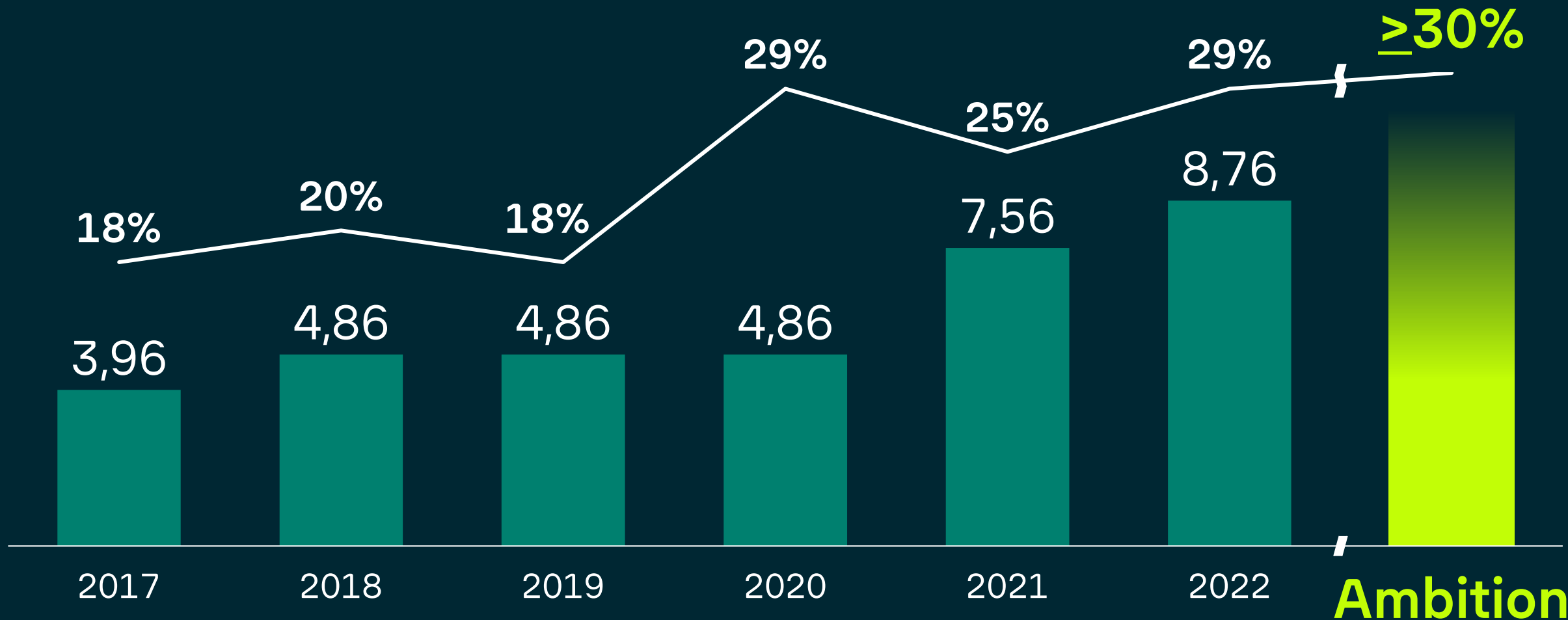
2030

2028

1. Revenue target for 2030 as communicated at SalzGiga opening 07/2022 | 2. Before special items

Shareholders to participate in Group success

Dividend per preferred share (in €) ¹ & payout ratio (as % of Group net income)



1. Ordinary Shares to receive 6 cent less each year according to their voting rights ; excluding special dividend from Porsche IPO of €19.06 per ordinary & preferred share

6 FINANCIALS: Key takeaways

- » Active management of transformation from **position of strength**
- » Clear **commitment** to achieving **financial targets**
- » **Disciplined spending** & deliver attractive shareholder returns
- » Ambition of **minimum dividend payout of 30%**

Our promise ...



1 **NEW TEAM**
Entrepreneurial spirit with clear sustainability commitment

VOLKSWAGEN GROUP



2 **TECHNOLOGY AT SCALE**
Speed, agility & performance

VOLKSWAGEN GROUP



3 **UNLEASHED BRANDS**
Unrivalled portfolio with focus on entrepreneurship

VOLKSWAGEN GROUP



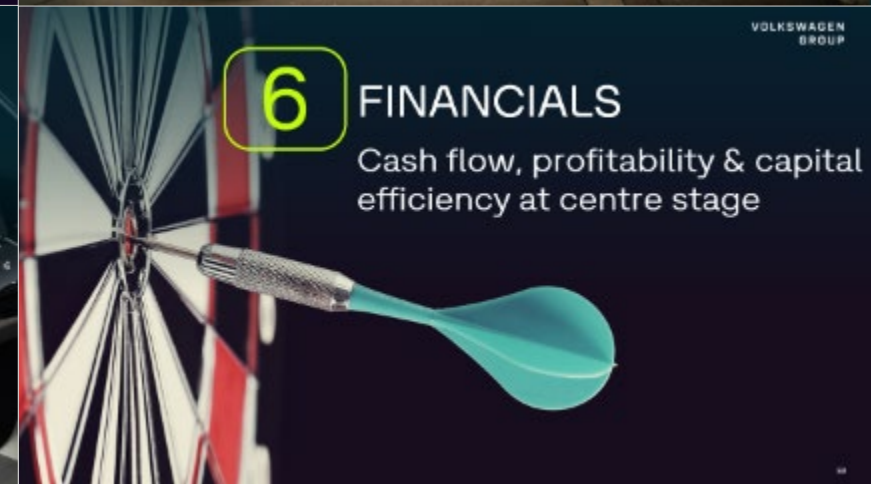
4 **REGIONAL LEADERSHIP**
Winning globally with tailored regional strategies

VOLKSWAGEN GROUP



5 **NEW STEERING MODEL**
Fostering entrepreneurship & faster decision-making

VOLKSWAGEN GROUP



6 **FINANCIALS**
Cash flow, profitability & capital efficiency at centre stage

VOLKSWAGEN GROUP

FIVE REASONS

Why the Volkswagen Group story is already compelling

- ① **Unique brand portfolio** with a large global customer base
- ② Credible concept for a **successful transformation**
- ③ Cost advantages through **economies of scale in technology fields**
- ④ **Attractive financial outlook** for cash flow, profit & margins
- ⑤ **New steering model**: focus on entrepreneurship & capital market



VOLKSWAGEN GROUP | Porsche Experience Center Hockenheimring
21 June 2023



Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
VW brand				
VW Golf (p. 44)	6.3-4.3 l/100km	n/a	143-106 g/km	n/a
VW ID.4 (p. 29)	n/a	17.7-16.6 kWh/100 km	0 g/km	361-531 km
Volkswagen ID.7 ² (p. 32, 43,)	n/a	n/a	n/a	n/a

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Skoda				
Skoda Enyaq Coupé RS iV (p. 29, 40)	n/a	17.5-16.9 kWh/100 km	0 g/km	502-517 km

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Cupra				
Cupra Born 77 (p. 59, 68, 93)	n/a	17.5-15.7 kWh/100 km	0 g/km	496-552 km

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
VW Commercial Vehicles				
ID. Buzz Pro (p. 1, 29, 40, 69)	n/a	21.8-20.6 kWh/100 km	0 g/km	402-423 km

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Audi				
Audi e-tron GT (p. 1, 69)	n/a	21.6-19.6 kWh/100 km	0 g/km	458-502 km
Audi Q8 e-tron (p. 29, 40)	n/a	24.4-20.1 kWh/100 km	0 g/km	Up to 582 km

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Porsche				
Model Range Taycan (p. 1, 69)	n/a	24.1-19.6 kWh/100 km	0 g/km	370-512 km
Model Range Panamera E-Hybrid (p. 29, 40)	3.0-2.0 l/100 km	24.9-22.6 kWh/100 km	69-45 g/km	49-54 km

Range / consumptions / emissions

Weitere Informationen zum offiziellen Kraftstoffverbrauch und den offiziellen spezifischen CO₂-Emissionen neuer Personenkraftwagen können dem "Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen" entnommen werden, der an allen Verkaufsstellen und bei DAT (Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern, <https://www.dat.de/co2/>) unentgeltlich erhältlich ist.

A guide on fuel economy, CO₂ emissions and electric power consumption which contains data for all new passenger car models is available at any point of sale free of charge and from DAT (Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth Str. 1, 73760 Ostfildern-Scharnhausen, Germany, <https://www.dat.de/co2/>)