



Volkswagen AG

Investor, Analyst and Media Call

H1/2026

July 24, 2026

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.

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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1

H1 Operational Performance

2

H1 Financials Volkswagen Group

3

Group Target Picture 2030

External forces pressure Europe and its auto industry



- **-16% market** (EU+UK+EFTA, 2025 vs. 2019)
- **> 8% total market share China OEMs** (H1/26)
- **30% PHEV market share China OEMs** (H1/26)



- **US tariffs**
- **US trade barriers**
- **BEV transformation**



- **-20% market** (H1/2026)
- **> 500 new models** (2026)
- **15% price deflation** ('24-'25)



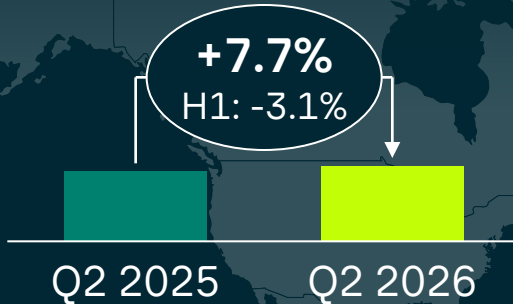
Worldwide Regulation

Technical | Legal | CO₂ Emission

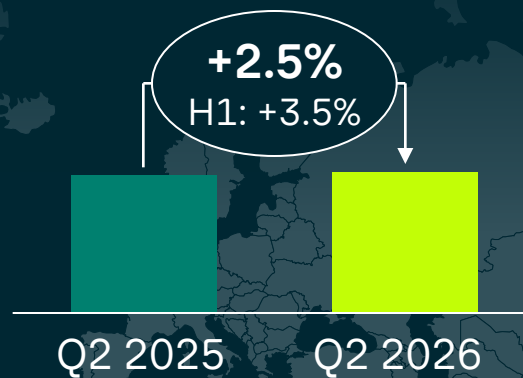
Q2 Deliveries by Region

China significantly lower in weak market, deliveries up in Europe, North and South America

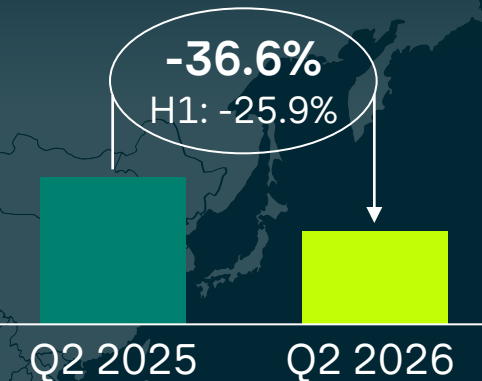
North America



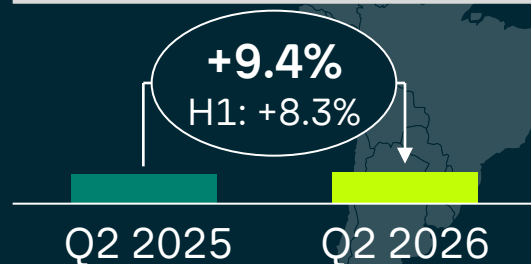
Europe¹



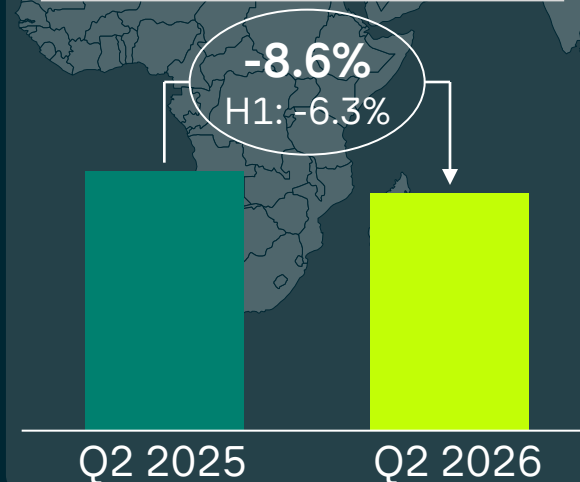
China



South America



World



New models create momentum in key markets

VOLKSWAGEN
GROUP



North America



Western Europe



China

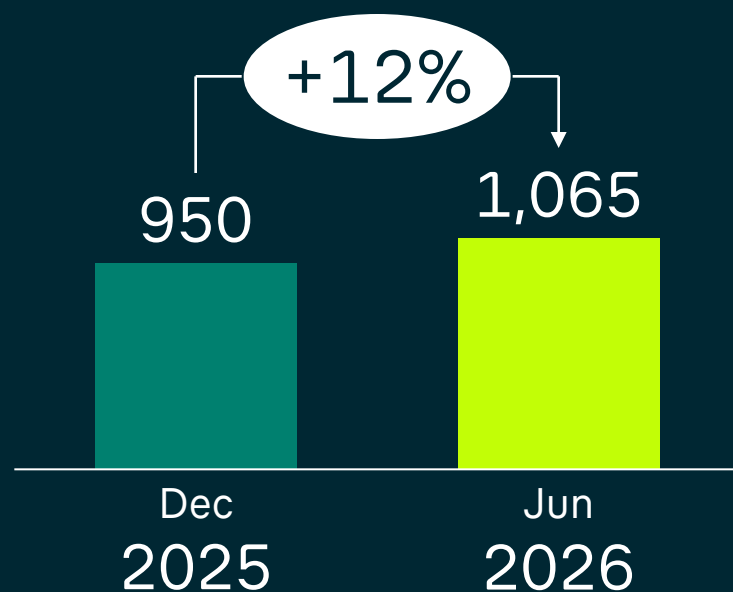


Order Situation

European¹ order book up 12% year-to-date, order reach at ~3.5 months

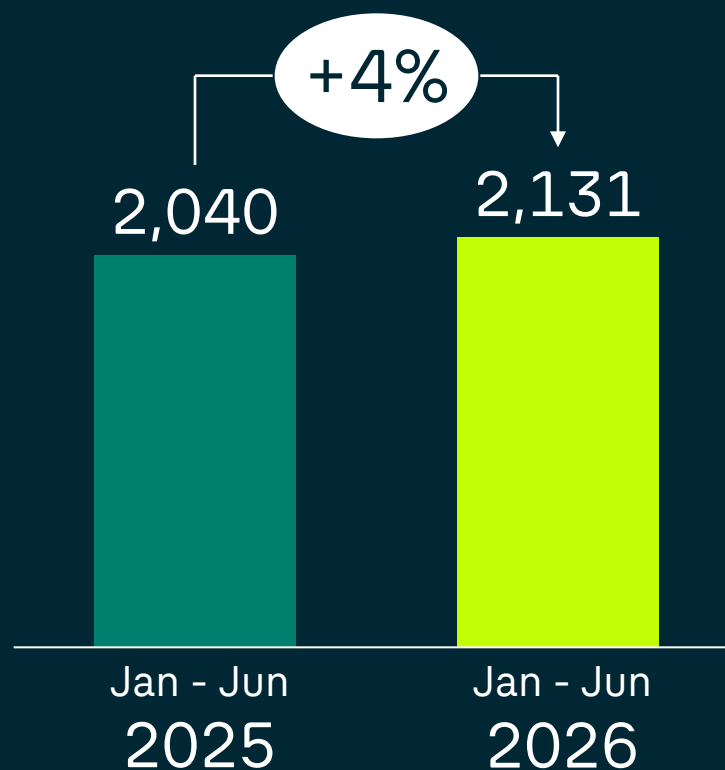
Order book

[k vehicles]



Order intake

[k vehicles]



Order intake up by 4% year-to-date 2026, supported by continued product momentum

Order book **strongly improved as per end of June**; BEVs up by 57% due to **successful start of Electric Urban Car family**

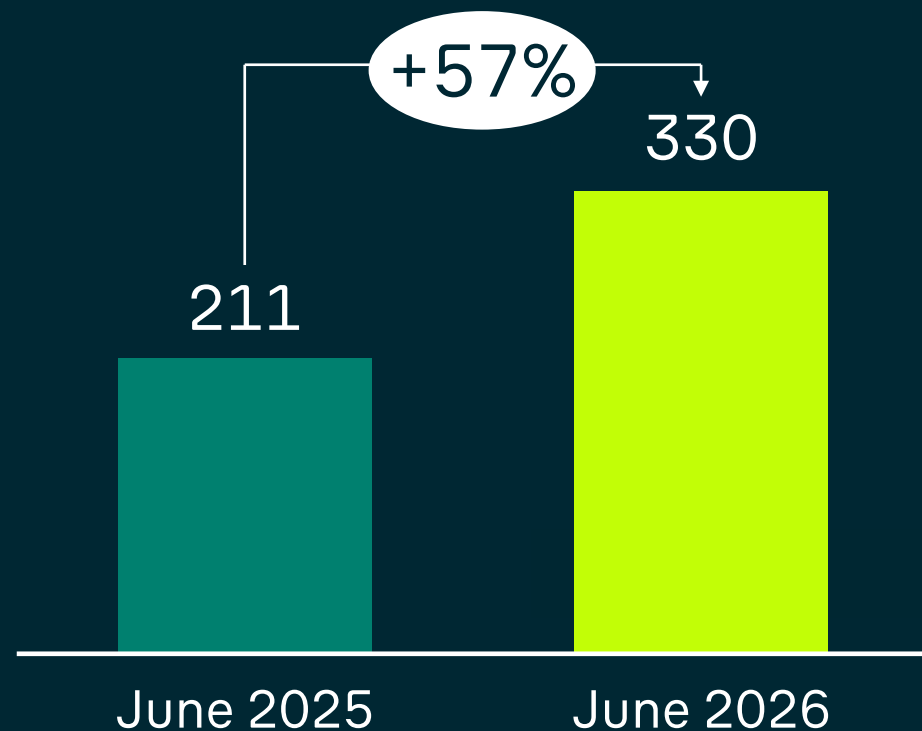
BEVs accounting for **31%** of European **order book** (22% at year-end 2025)

BEV Order Book

Very strong BEV order momentum supported by the launch of the Electric Urban Car Family

BEV Order book

[k vehicles]



launched in July

H1 2026 Financial Highlights

VOLKSWAGEN
GROUP

Deliveries to Customers

4.1m

Sales Revenues

€ 158.1bn

Automotive Net Cash Flow

€ 3.2bn

European Order Book

1,065k

Operating Margin

3.8% / 4.3%¹

Automotive Net Liquidity

€ 32.7bn

1. Before special effects, i.e. net restructuring cost and cost related to end of production of ID.4 in the US and costs related to end of Automated Driving Alliance.



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H1 Operational Performance

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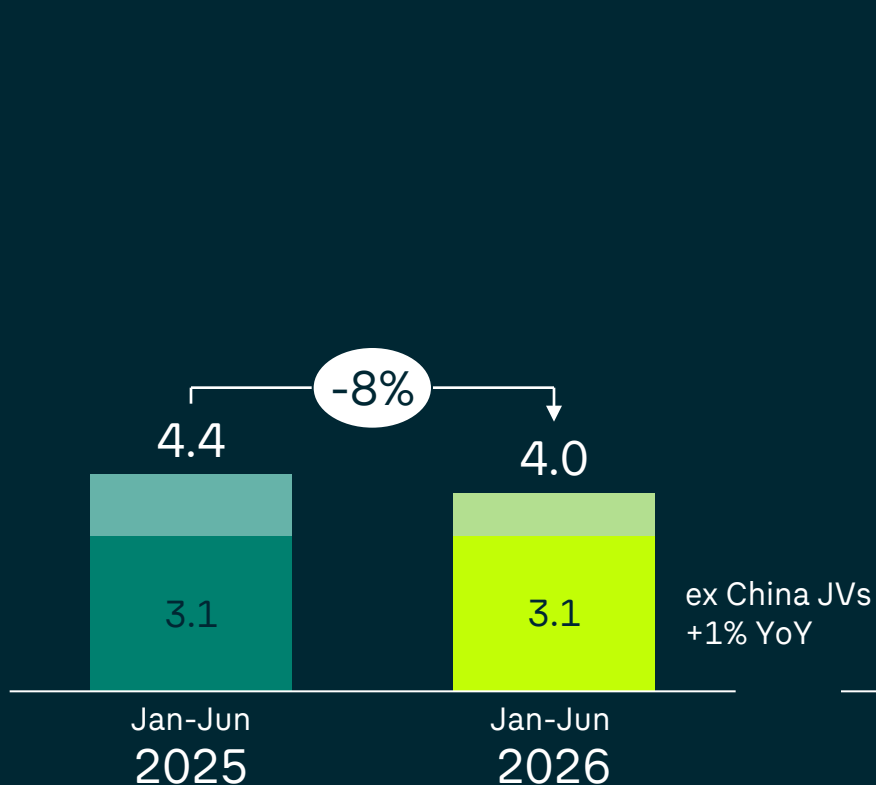
Group Target Picture 2030

Financial Overview

H1 2026 operating result impacted by US tariffs, special effects and weak China business

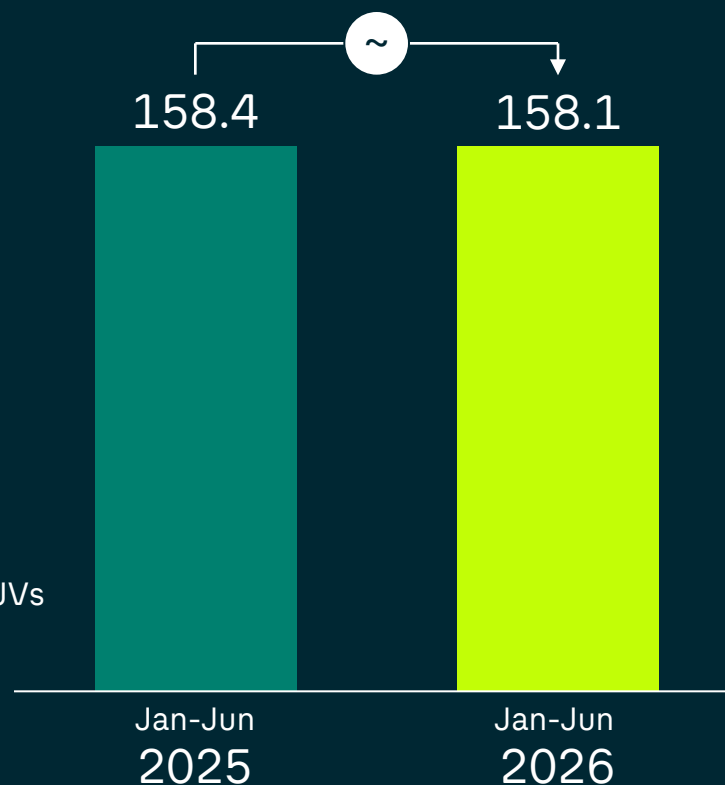
Vehicle Sales

[m vehicles]



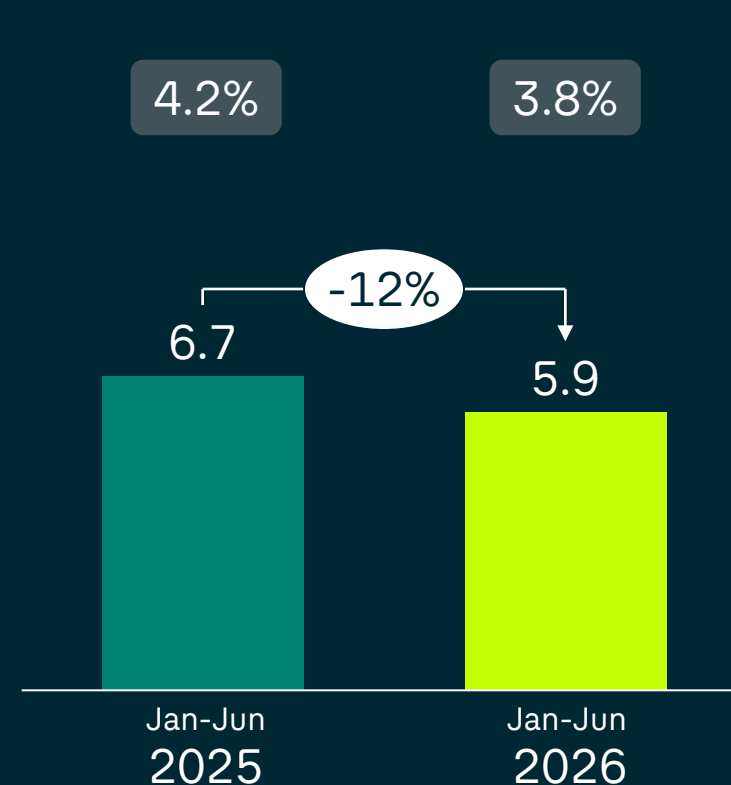
Sales Revenue

[€ bn]



Operating Result & Margin

[€ bn] Margin [%]

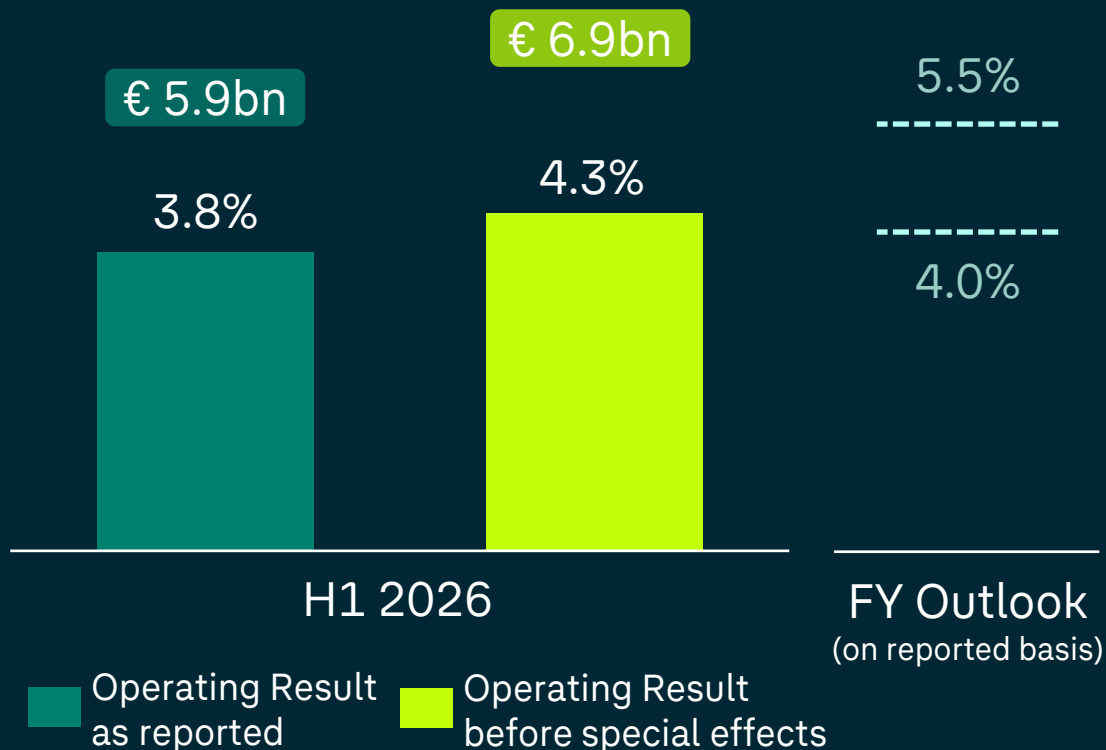


Operating Result and Profitability

€ 0.9bn negative special effects impacting H1 2026 results

Operating Result & Margin

[Margin in %, Operating Result in € bn]



Special effects in H1 2026

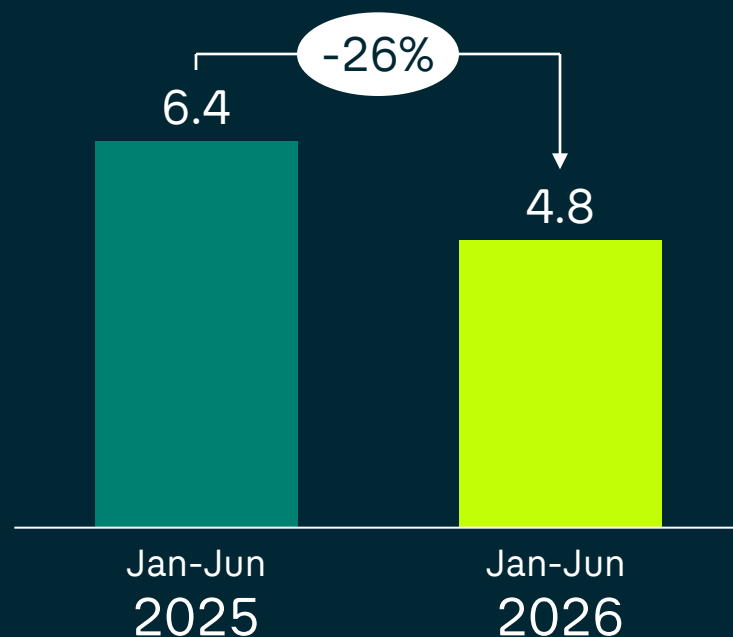
- € 0.5bn cost related to end of production of **ID.4 in US**
- € 0.3bn **restructuring net of reversal of provisions**, effects mainly at TRATON, Brand Group Core and Sport Luxury
- € 0.1bn related to end of **Automated Driving Alliance**

Profit Before and After Tax

Profit after Tax below prior year due to operating performance and other financial result

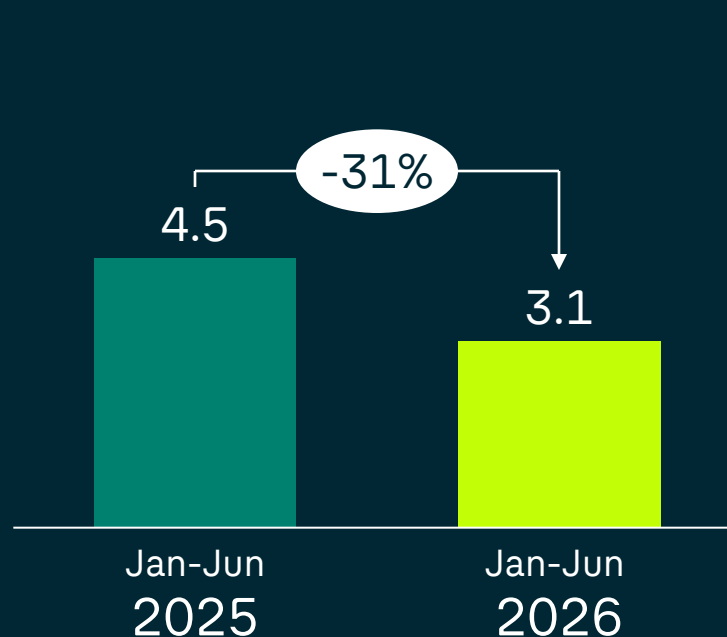
Profit before Tax

[€ bn]



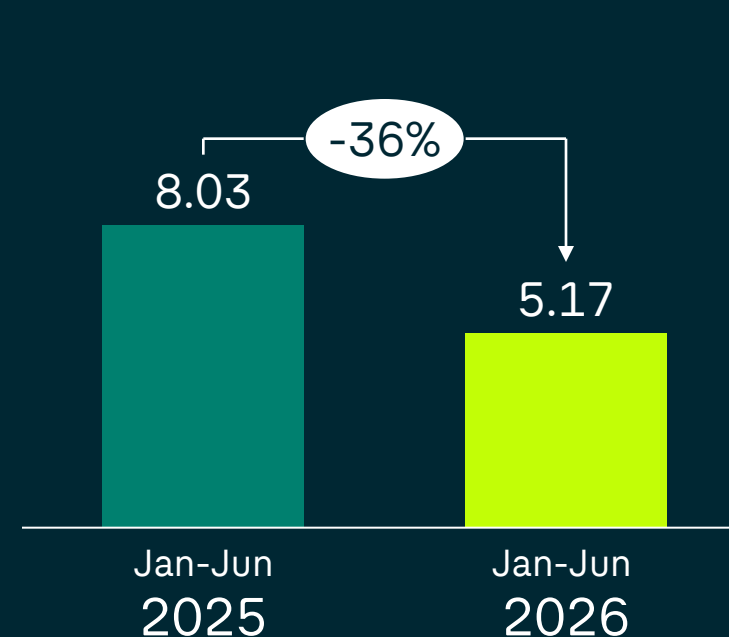
Profit after Tax

[€ bn]



Earnings per Preferred Share

[€]



Automotive Net Cash Flow and Net Liquidity

Reduced investments, lower cash taxes and working capital support strong Net Cash Flow

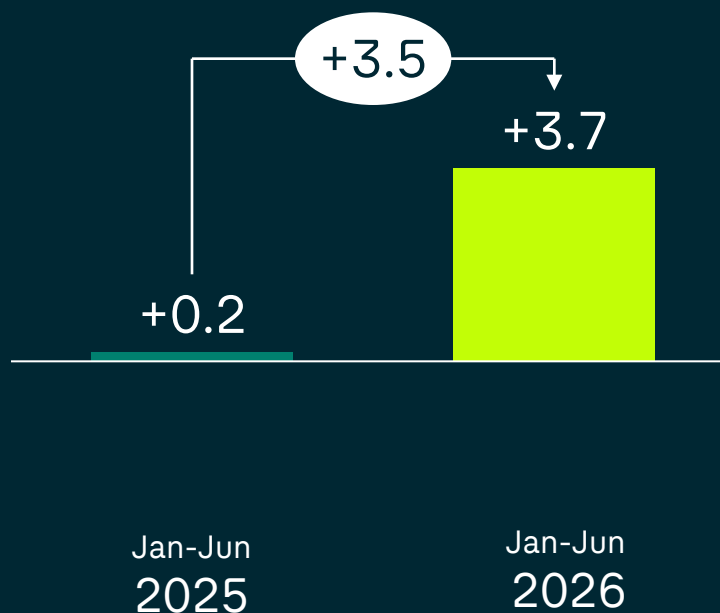
Rep. Net Cash Flow¹

[€ bn]



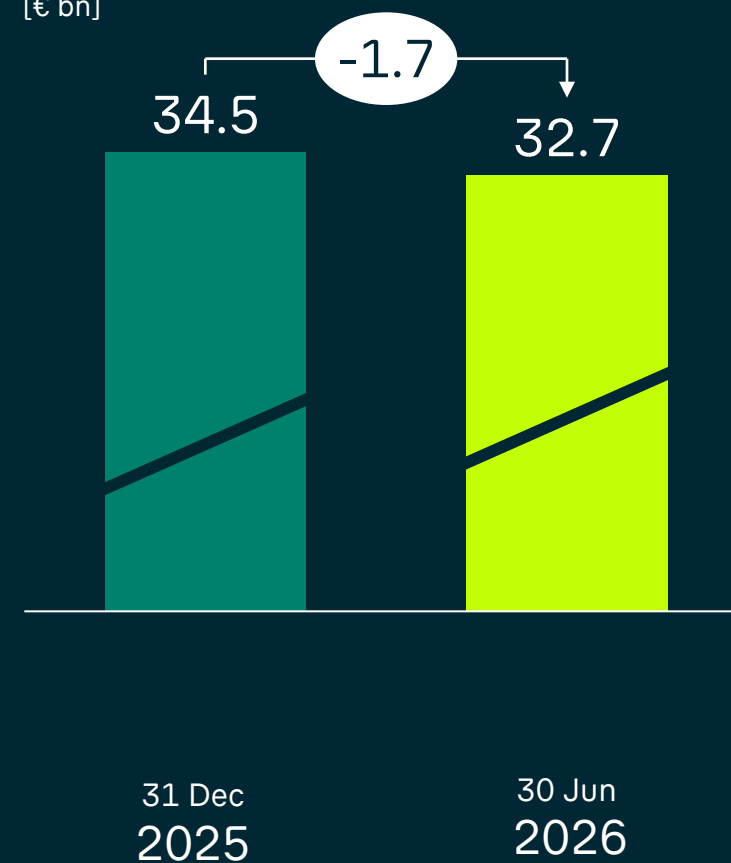
'Clean' Net Cash Flow^{1, 2}

[€ bn]



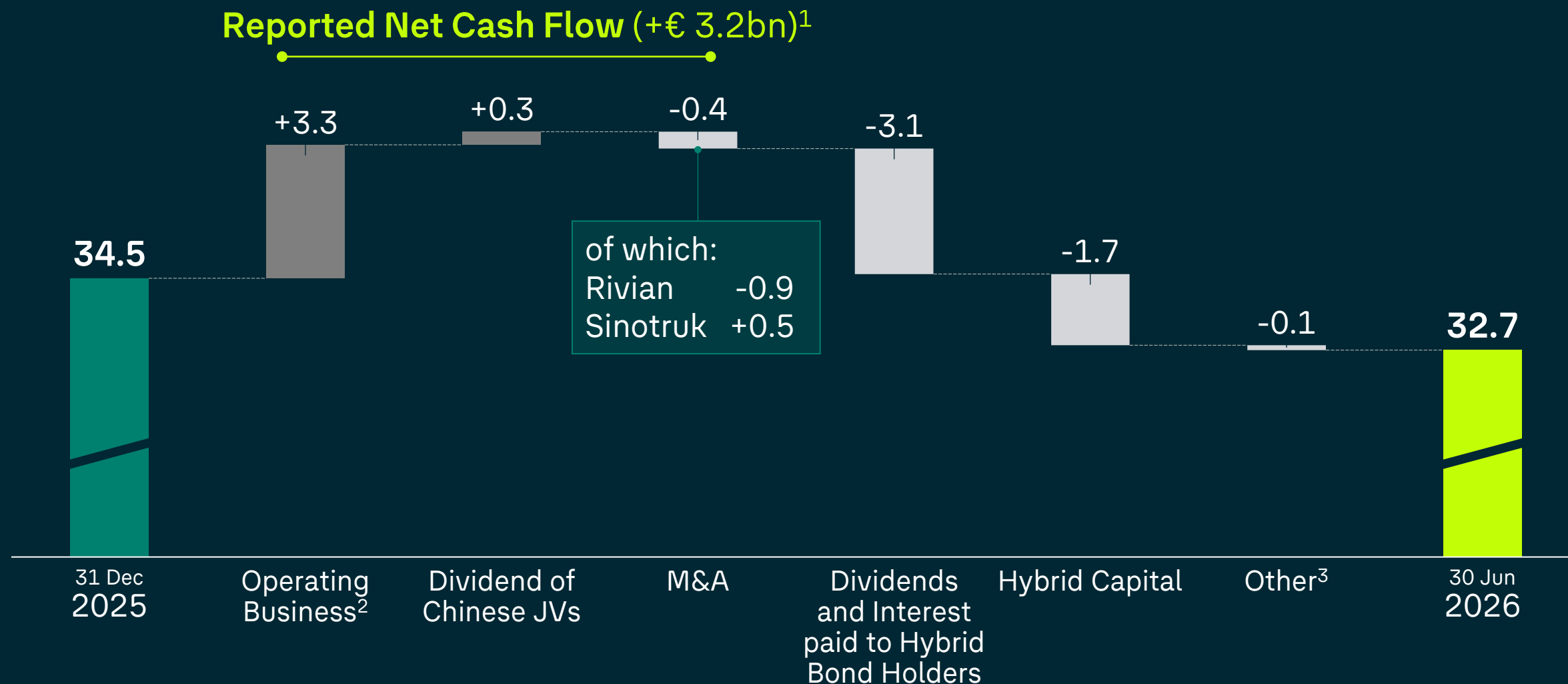
Net Liquidity¹

[€ bn]



Automotive Net Liquidity

Net liquidity at solid level despite hybrid bond redemption, Rivian payment and dividend



1. Automotive Division original. | 2. Including diesel payments. | 3. Including effects from leasing, FX and valuation.

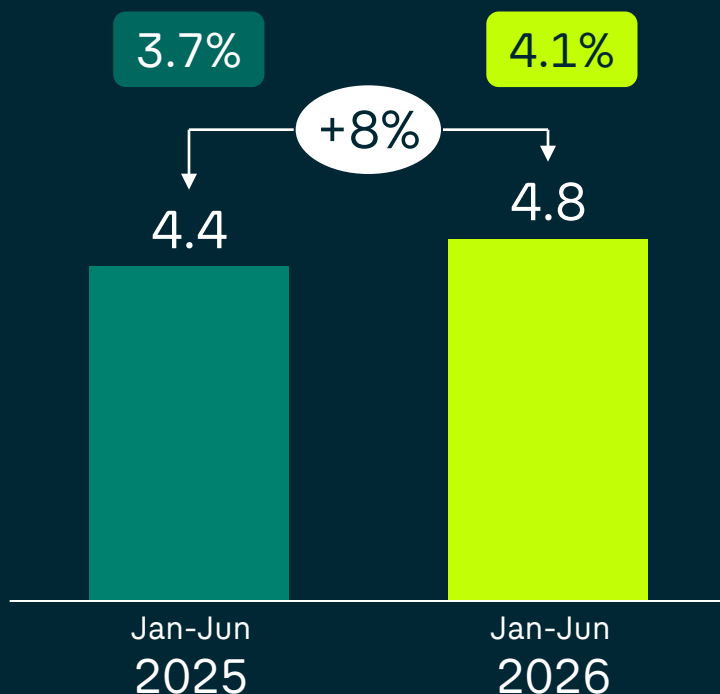
Operating Result by Division

Solid operating performance in dynamic market environment in Passenger Cars, TRATON Operations results impacted by Q1 restructuring and re-alignment

Automotive Division¹

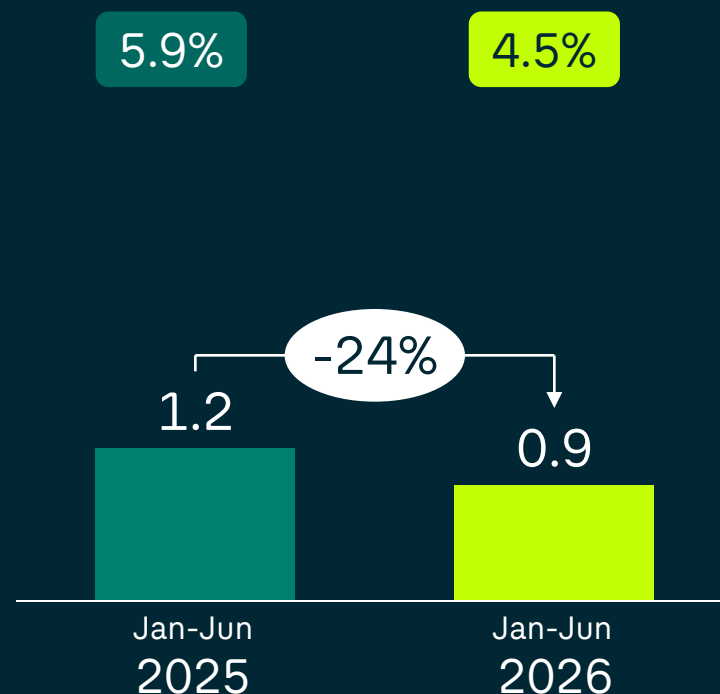
Passenger Cars

Operating Result [€ bn]
Margin [%]



Commercial Vehicles

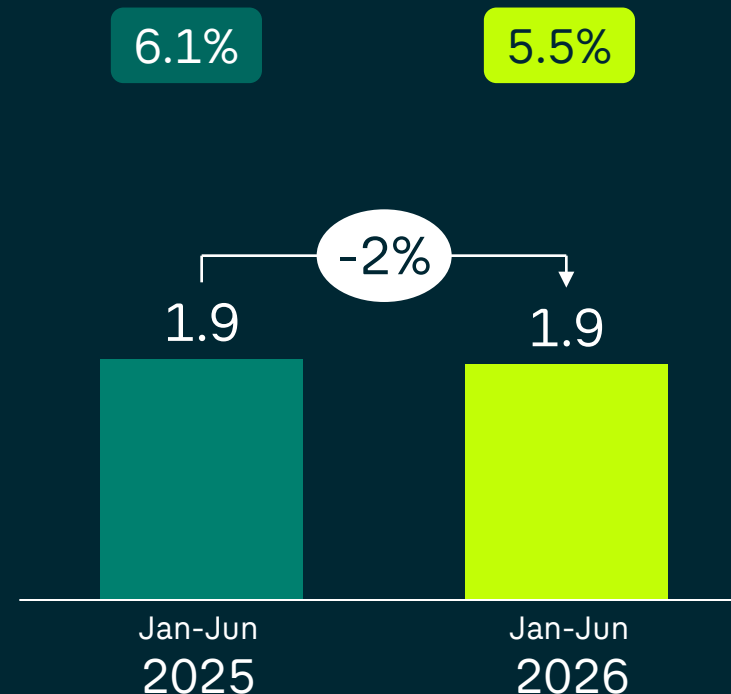
Operating Result [€ bn]
Margin [%]



Financial Services Division

Financial Services

Operating Result [€ bn]
Margin [%]

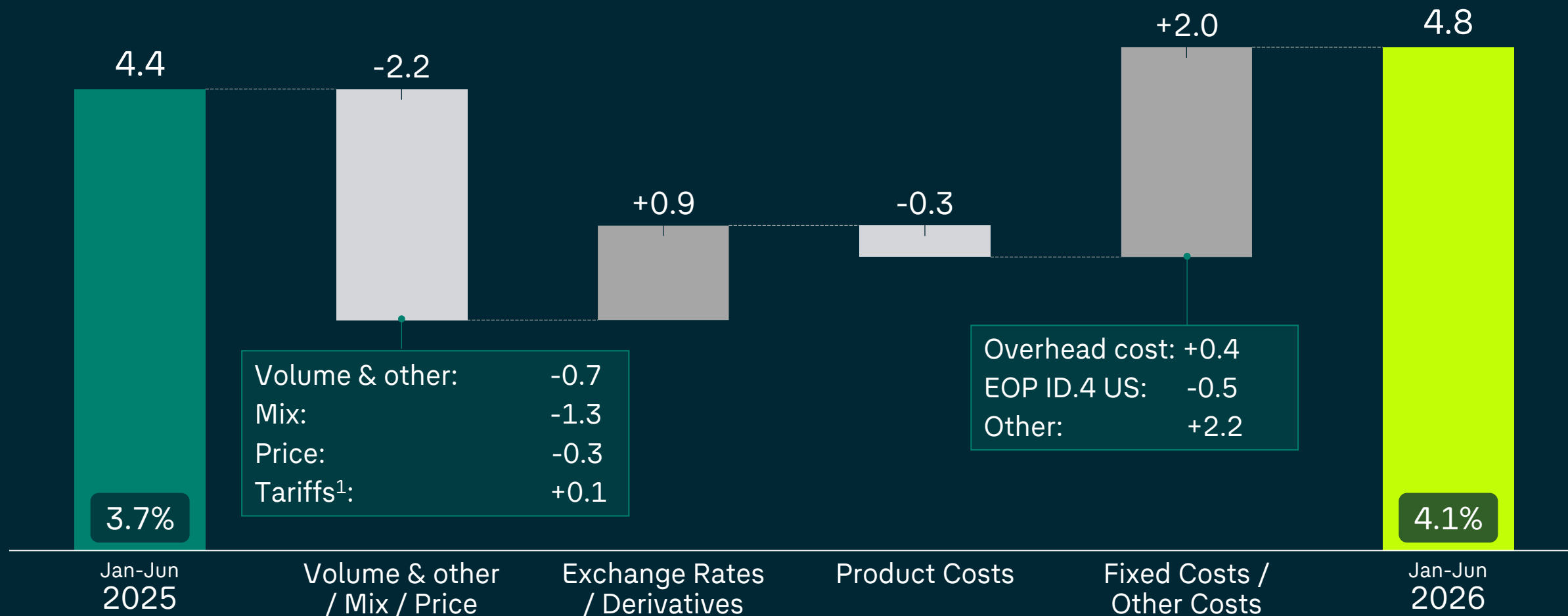


1. Automotive Division original.

Passenger Cars and Light Commercial Vehicles

Improving overhead cost base and FX effects more than offset volume/price/mix headwind

Operating Result [€ bn]
Margin [%]



1. Tariff effect including a positive reimbursement effect at Audi and VW (+€ 0.1bn).

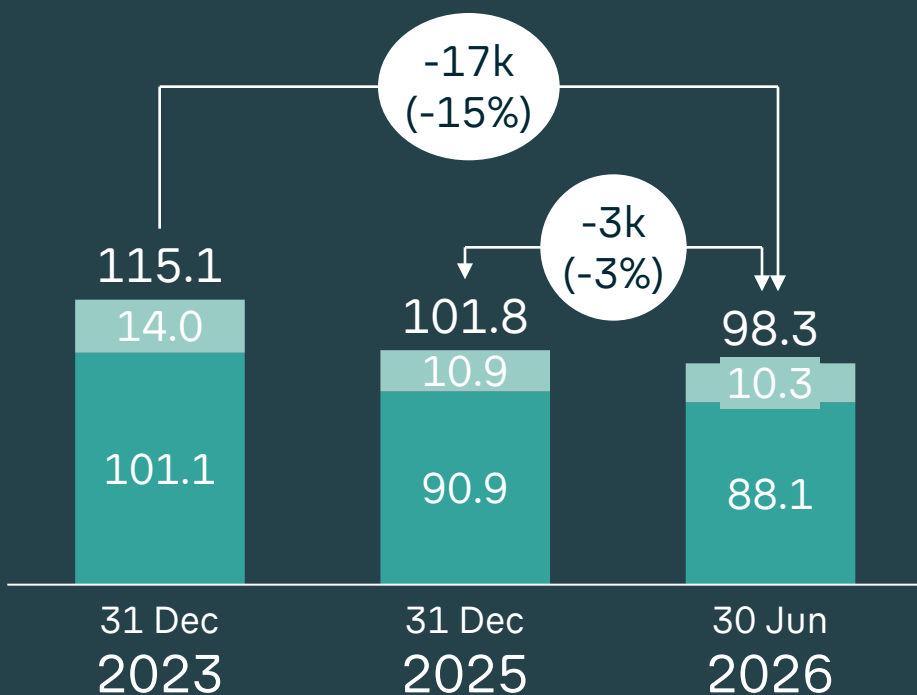
Development of headcount in Germany

Workforce reduction progressing as planned

Volkswagen AG¹ (Germany)

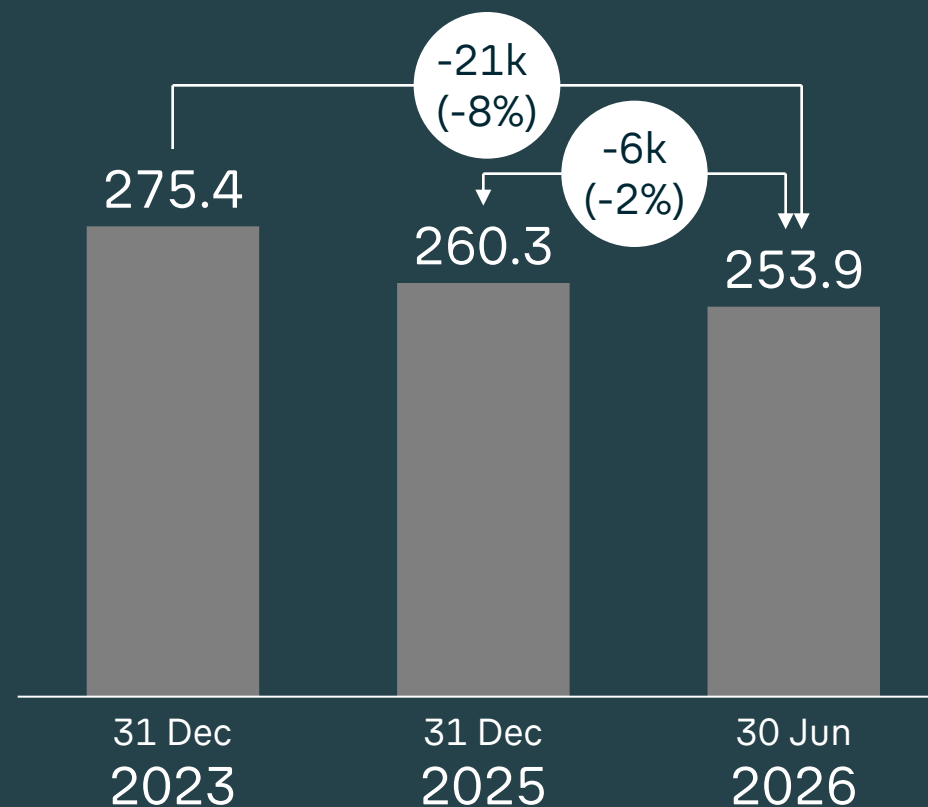
[active² workforce in '000]

VW Sachsen &
VW Osnabrück
VW AG



Volkswagen Group (Germany)

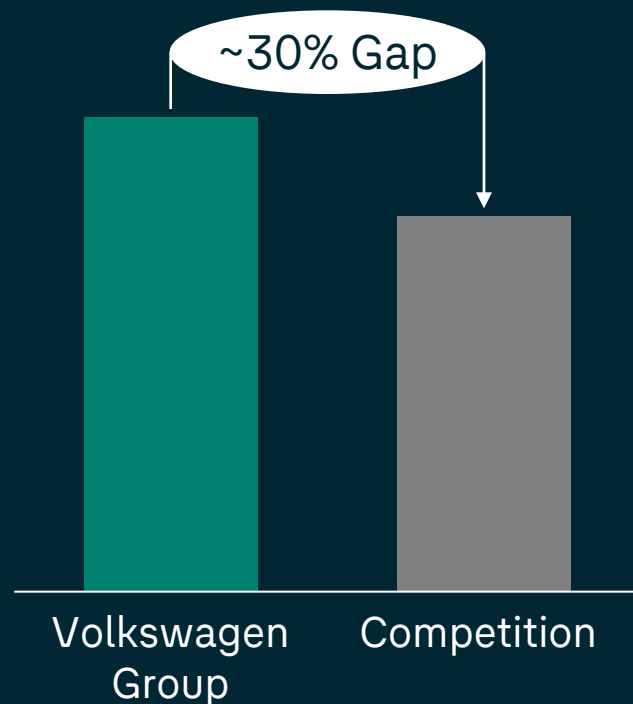
[active² workforce in '000]



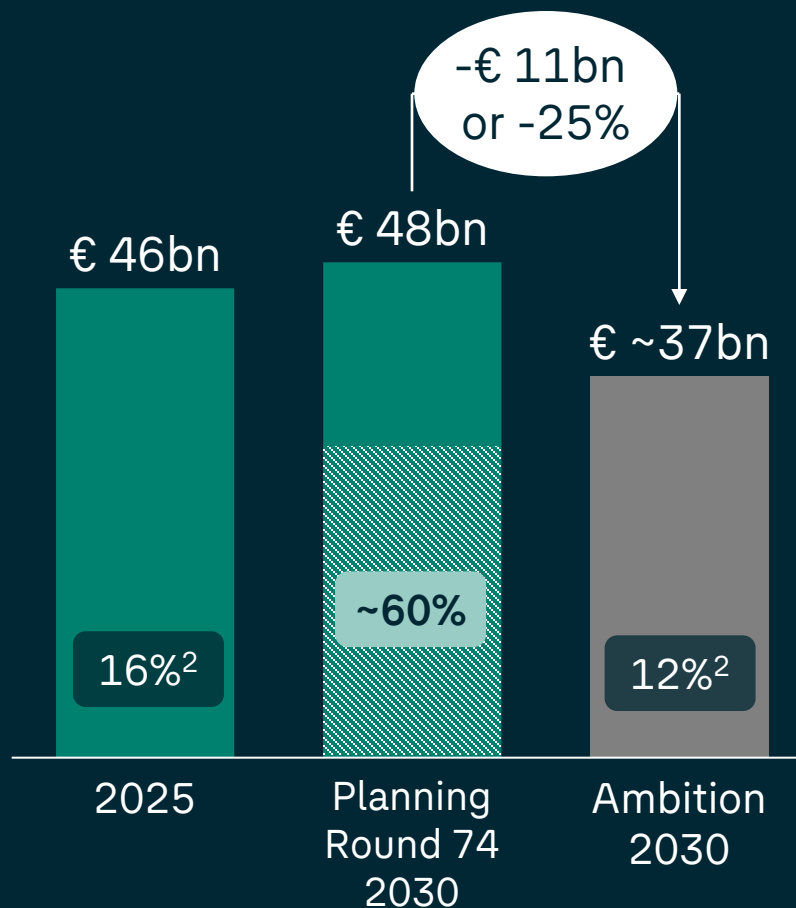
Volkswagen Group SG&A Ratio

Overhead cost target derived from SG&A benchmark

SG&A¹ Benchmark



Overhead cost



SG&A benchmark highlights **structural disadvantages**

Measures are aimed at **reducing complexity, simplifying organizational levels, and eliminating duplicate structures**

Based on € 11 billion in overhead costs, the calculation suggests that approximately 50,000 positions are involved in the indirect area

H1 2026 Performance Brand Groups

Brand groups Core and Progressive results broadly stable y-o-y, Sport Luxury improved

	Core	Progressive	Sport Luxury
	    	   	
Vehicle Sales [k units]	2,590 (+3%)	528 (-8%)	121 (-11%)
Sales Revenue [€ bn]	73.0 (+1%)	29.2 (-10%)	15.2 (-6%)
Operating Result [€ bn]	3.6 (+5%)	1.1 (+3%)	1.2 (+45%)
Operating Margin [%]	4.9 (+0.2ppts)	3.8 (+0.5ppts)	8.0 (+2.8ppts)
Net Cash Flow CCR ¹ [€ bn, %]	+1.7 46%	+1.9 >100%	+1.0 85%

1. Cash Conversion Ratio, calculated as reported Net Cash Flow divided by Operating Result. | Delta to previous year figures in brackets.

H1 2026 Performance Brand Group Core

Škoda with continued strong performance, VW impacted by restructuring and US ID.4 stop

	H1 26 (reported)	Last 4 quarters trend	excl. effects ¹
Brand Group Core	4.9%		5.9%
Volkswagen Brand	2.4%		3.8%
Škoda	8.5%		
SEAT/CUPRA	1.6%		
VW Commercial Vehicles	3.3%		
Group Components	7.1%		

1. Adjusted for cost related to restructuring, end of production of the ID.4 in the US.

H1 2026 Performance Technology Platforms

CARIAD with improved operating results, Battery stabilized despite continued ramp-up

	Software	Battery
	C A R I A D	P o w e r C o
Sales Revenue [€ bn]	0.8 (+44%)	0.1 (+>100%)
Operating Result [€ bn]	-0.9 (+0.3)	-0.5 (+0.1)
Operating Margin [%]	- (-)	- (-)
Net Cash Flow [€ bn]	-0.8 (-0.1)	-1.0 (-0.5)

CARIAD:

Operating result benefitted from **higher sales** and consequent **execution of transformation program**

PowerCo:

Operating loss on **stable level** despite Salzgitter production **ramp-up and construction** of Valencia and St. Thomas sites

H1 2026 Performance Brand Group Trucks – TRATON¹

Improved performance in Q2 after slow start to the year

	TRATON
	   
Sales Revenue [€ bn]	21.1 (-0%)
Operating Result [€ bn]	0.9 (-24%)
Operating Margin [%]	4.5 (-1.4ppts)
Net Cash Flow [€ bn]	+0.2 (+0.5)

Revenue slightly down on lower unit sales; Scania and MAN up, **US recovery expected in H2**

Operating result impacted by lower volumes, tariff costs & special effects, including:

- Adjustments to individual e-mobility projects
- Sale Springfield/Ohio site
- EU truck case

Seasonally lower **NCF**, reflecting usual working capital build-up

H1 2026 Performance Volkswagen Financial Services

	Volkswagen Financial Services ¹
Operating Result [€ bn]	1.9 (-2%)
	Volkswagen Group Mobility
Contracts ['000 units]	27,996 (+3.1%)
Credit Loss Ratio [%]	0.40 (- 0.03 pts)
Return on Equity ² [%]	11.3% (-0.6 pts)

Solid development of business and margin

Growth of contract volume and strong **cost discipline**

Slightly increased **residual value risk**

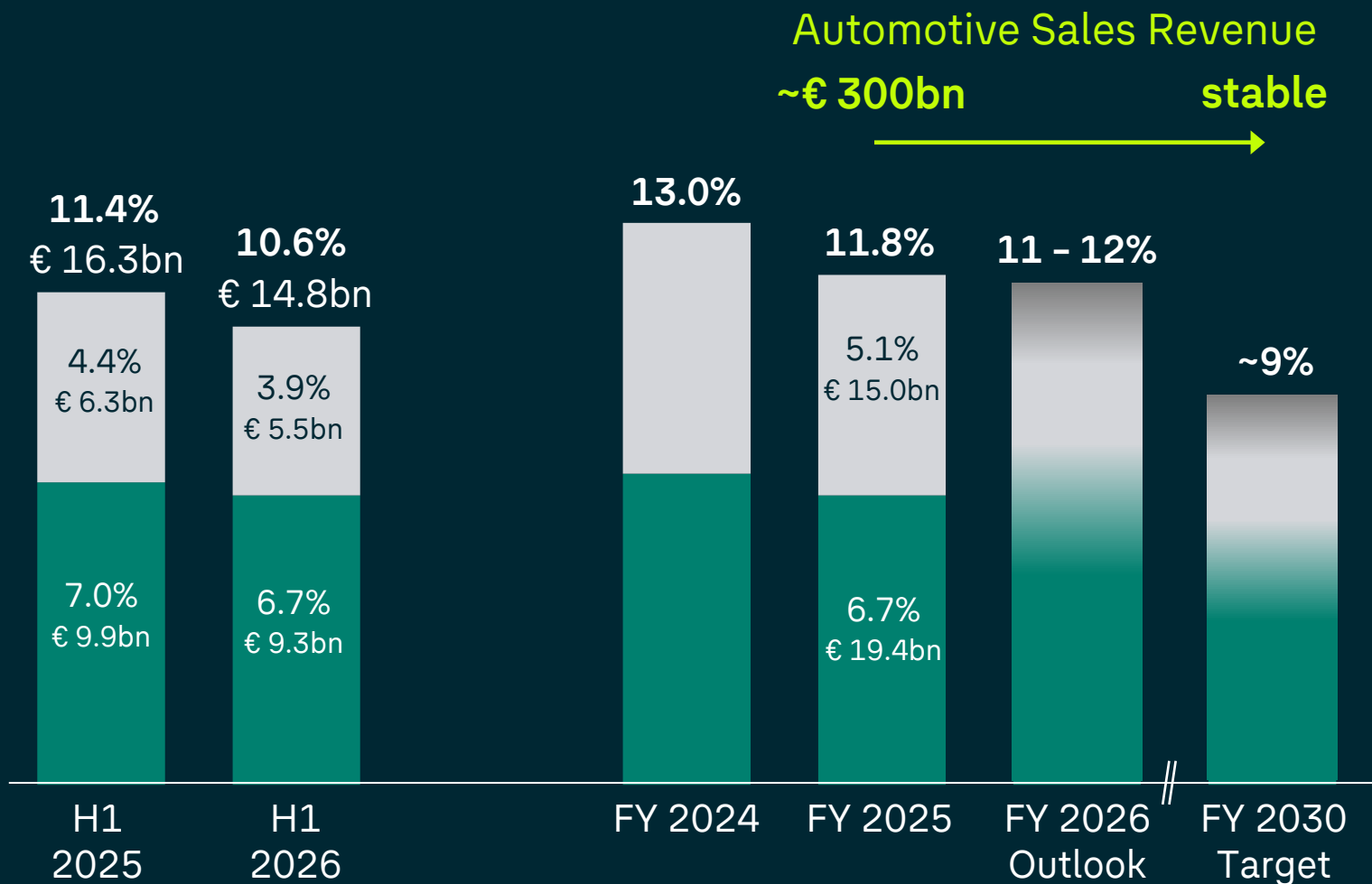
Credit loss ratio on **solid level**

Automotive Investment Ratio

Focused investment spend discipline continues with further notable reduction in H1 2026

[in € bn & in % of Automotive Division sales revenue]

■ CAPEX ■ R&D



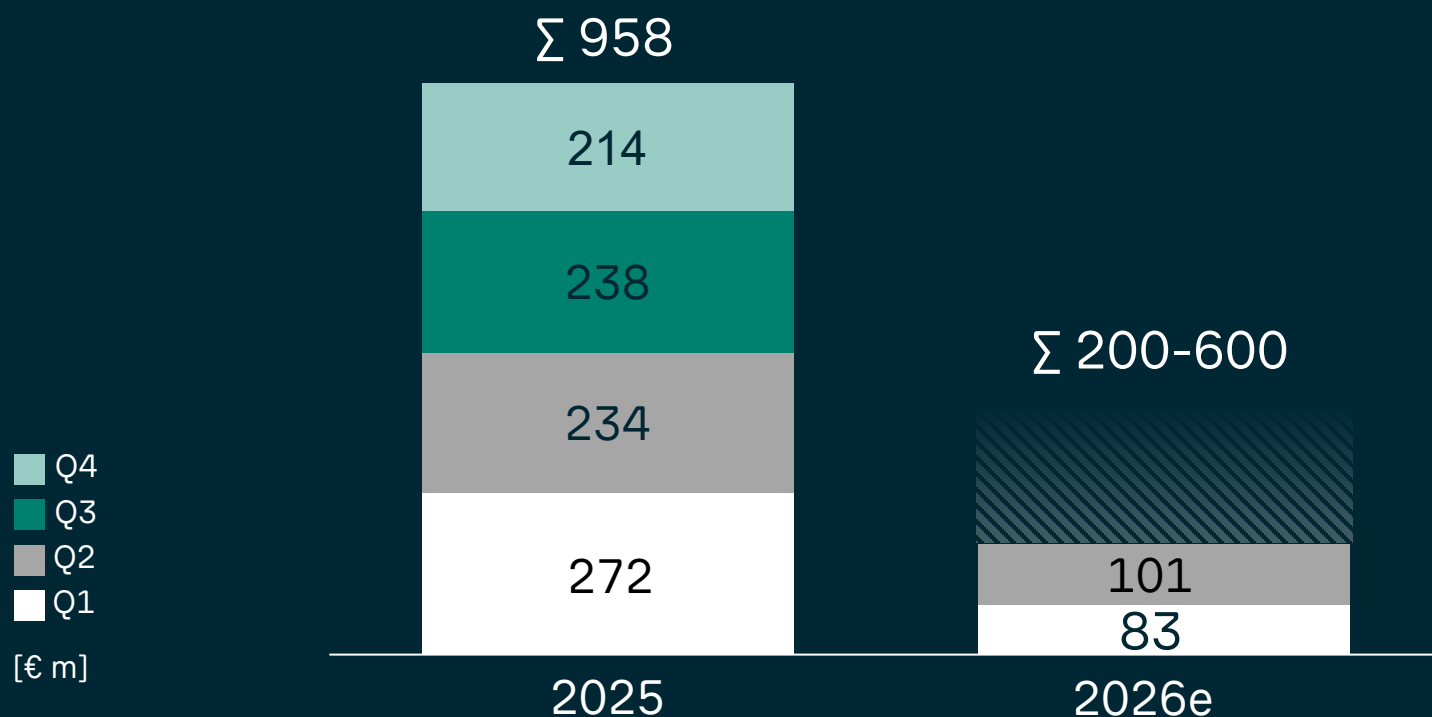
Investment spend already **significantly reduced** year-on-year, in absolute and relative terms

Automotive invest ratio expected within range of 11 to 12% in FY 2026

The committed **investment ratio** for 2030 **remains valid even under the new cost structure**

China Joint Ventures: Proportionate Operating Result

NEV model momentum gaining traction, strong cost work partially offsets weak volumes



H1/26 performance driven by

- sharply **lower volumes** in **weak market**
- continued **fierce competition**
- cost related to **new NEV launches** with first **meaningful contribution** from H2 expected
- intensified **cost work**

Proportionate operating result of **€ 0.2–0.6bn** confirmed **full year 2026**

Key step towards streamlining Group investment portfolio

Exclusive arrangement for sale of 51% stake in Everllence

A photograph of a modern glass skyscraper with the 'Everllence' logo in large red letters on top. The building is set against a blue sky with white clouds. Green tree leaves are visible in the top-left corner.

Everllence

Leveraged buy-out generates
proceeds of € 7.4bn;
49% stake retained

Everllence to enter next growth
phase; **IPO envisaged for full exit**
in the medium term

Highly competitive
process recognized **best**
concept for Everllence

Financial Outlook Full Year 2026

	FY 2025	H1 2026	Outlook FY 2026
Sales Revenue	€ 321.9bn	€ 158.1bn	-3% to 0% (before: 0% to 3%)
Operating Profit Margin	2.8%	3.8%	4.0% to 5.5%
Automotive Investment Ratio ¹	11.8%	10.6%	11% to 12%
Automotive Reported Net Cash Flow	€ 6.4bn	€ 3.2bn	€ 3bn to € 6bn
Automotive Net Liquidity	€ 34.5bn	€ 32.7bn	€ 32bn to € 34bn

 Financial outlook 2026 based on **current tariff situation**, while **potential future impact from further escalation in Middle East currently cannot be reliably assessed** and is **thus not included**. It **does not include effects** from sale of majority stake in **Everllence** nor potential **effects from development and implementation of Group Target Picture 2030**

1. R&D and Capex combined.

Group Target Picture | Financial Ambition 2030

Align cost structures to 9 million vehicles p.a. to achieve:

2025

Operating Return on Sales	2.8% / 4.7% ¹	8 to 10%
Automotive Cash Conversion	122% / 58% ¹	>60%
Automotive Overhead Cost Ratio	16%	~12%
Automotive Investment Ratio ²	12%	~9%

1. Excl. cost related to Porsche realignment, Porsche goodwill impairment, personnel related net restructuring expenses and cost related to diesel. Including effects from increased US tariffs.

2. R&D and Capex combined.

1

H1 Operational Performance

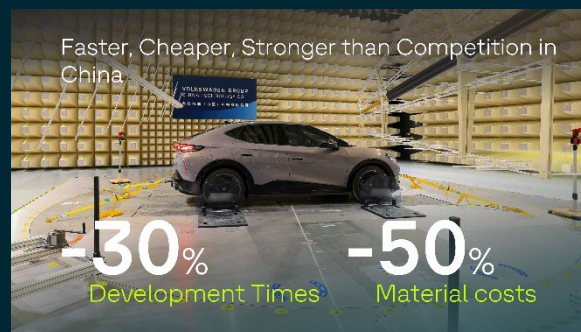
2

H1 Financials Volkswagen Group

3

Group Target Picture 2030

Progress delivered, promises kept and targets achieved



Transformation need in a massively changed environment

VOLKSWAGEN
GROUP

Turnaround

2023-2025

TOP 10
programs

**Changed
environment**

Geopolitics

Trade

Regulations

Markets

Transformation

**Transformation
need**

**GROUP
TARGET
PICTURE
2030**

Group Target Picture 2030 | Building a faster, more resilient, more competitive and even more innovative Volkswagen Group



Safeguarding 2030 financial ambition

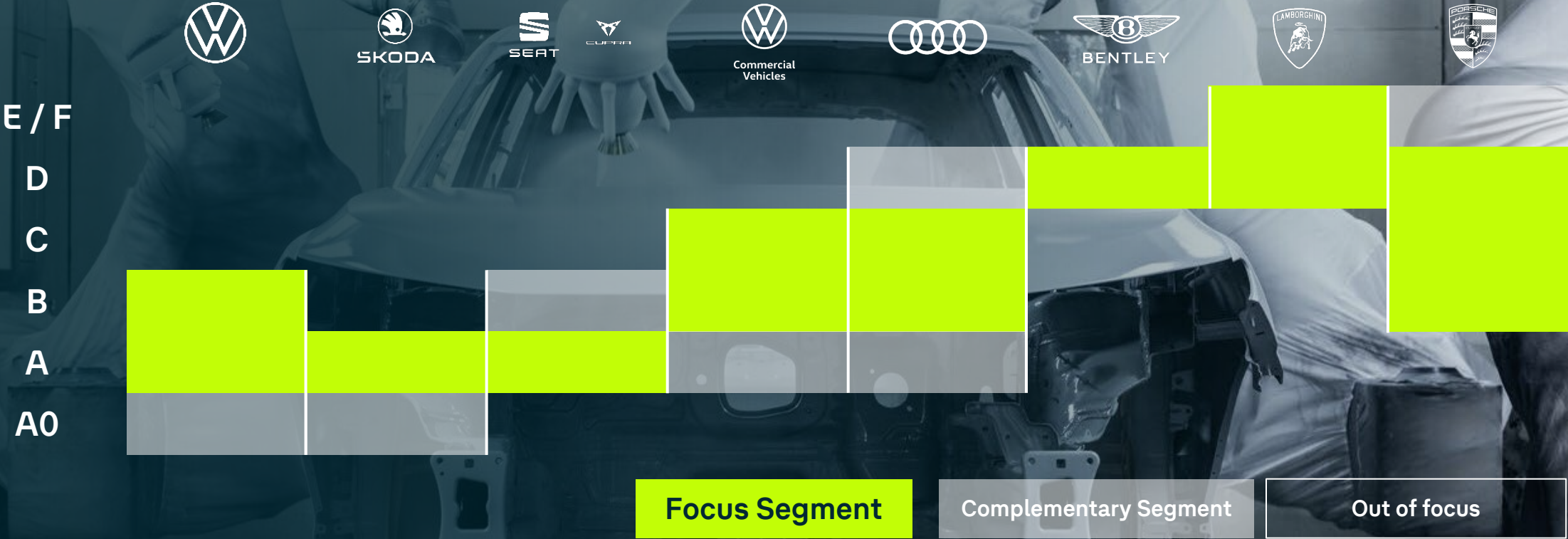
Product Portfolio

Targeted Group product offering

VOLKSWAGEN
GROUP



Indicative



Reducing number of models **by up to 50%**

Optimizing segment coverage **w/o compromising customer choice**

Focus on **most profitable segments**

Product Portfolio

Reduce components variety by 75%

Example		Key module	Variant Reduction Ambition
BGC 	 → 	Front Lights	-60 %
		Front Bumper	-50 %
		Seat main modules	-30 %
BGP 	 → 	Seat (parts incl. color/material)	-90 %
		Steering wheels	-60 %
		Rims	-50 %

Technology Roadmap

Becoming the Automotive Tech Company

Western Hemisphere¹

Eastern Hemisphere²

E/E Architecture

RV Tech SDV

VW CEA

ADAS

Solution envisaged shortly

Carizon

Platform

SSP / phase-out ICE platforms

CMP / CSP

Infotainment

RV Tech Core

CARThunder

Consolidated and concentrated approach to
E/E architectures, ADAS stacks, modular platforms & infotainment systems

Technology Roadmap

Global synergies



Export ● SDV ● CEA Bubble size reflects the size of the profit pool by region

Production Network

Aligning global technical production capacity with market reality



-1 m
units

CLOSURE

- Brussels ✓

DISPOSAL

- Osnabrueck ○
- Kaluga/RUS ✓

REPURPOSING

- Dresden ✓

CAPACITY REDUCTION

- | | |
|--------------|--------------|
| Wolfsburg ✓ | Neckarsulm ✓ |
| Ingolstadt ✓ | Emden ✓ |
| Zwickau ✓ | Hanover ✓ |

12 m

10 m

9 m



-1 m
units

CLOSURE

- Nanjing ✓
- Ningbo I ✓
- Urumqi ✓

CAPACITY REDUCTION

- Anting I ✓
- Changchun I ✓



>0.5 m
units

EXCESS CAPACITY
TO BE ADDRESSED



>0.5 m
units

EXCESS CAPACITY
TO BE ADDRESSED

Operational Excellence

Main levers and fields of action

Research & Development

Engineering complexity

Testing effort and value depth

Relocation and AI enablement

Sales

Pricing and sales incentives

Sales and After Sales organization

Marketing costs

Procurement

Near-/Offshoring & commercial lever

Supply-chain and supplier

Requirements and specifications

Quality

Quality programs

Quality methods

Quality and warranty cost

Production

Automation

Production efficiency

Indirect personnel and suppliers

Overhead

Indirect Personnel

Shared services

Reduction of dual work

Growth

Unlocking additional growth potential

REGIONS

- North America
- India
- Global South

MARKET

- Fleet Business
- Used Cars
- After Sales
- Insurance

TECHNOLOGY

- Circular Economy
- System on Chip (SoC)
- Energy Storage Systems
- Robotics
- *Defense*

Ambition 2030

8-10%

Operating Margin

>60%

Cash Conversion



Commercial
Vehicles



SKODA



SEAT



CUPRA



Audi



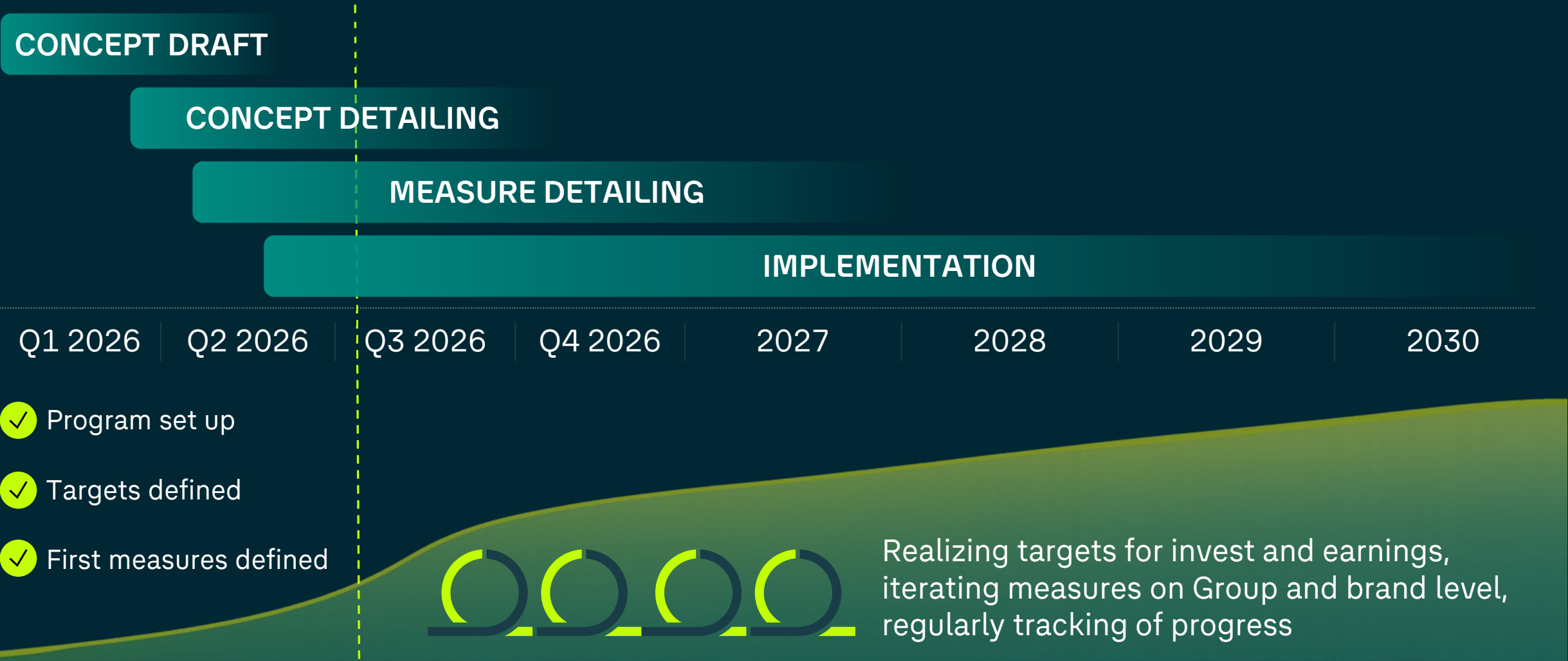
BENTLEY



Scout

Group Target Picture 2030

A marathon, not a sprint



Unparalleled model offensive continues

- > Excluding China, deliveries improved by 2%
- > Strong demand for new models
- > European order book up 12%, BEVs up even 57%
- > More than 70k orders received for Electric Urban Car Family

H1 results held up well in dynamic environment

- > Stable sales revenue recorded
- > Operating result 12% lower year-on-year, impacted by special effects
- > Strong net cash flow (+€4.5 bn YoY) and solid net liquidity level
- > Outlook for operating margin, net cashflow and net liquidity confirmed

Group Target Picture 2030 launched

- > Addressing Products, Technologies, Structures, Competitiveness and Growth
- > Implementation of many initiatives started already
- > Remaining action fields will now be detailed out and initiated

VOLKSWAGEN GROUP

Upcoming Events

VOLKSWAGEN
GROUP

Volkswagen Group H1 Results

with CEO Oliver Blume and CFO & COO Arno Antlitz on July 24, 2026

Paris Motor Show Investor Event

with CEO Oliver Blume and BGC CEO Thomas Schäfer on October 12, 2026

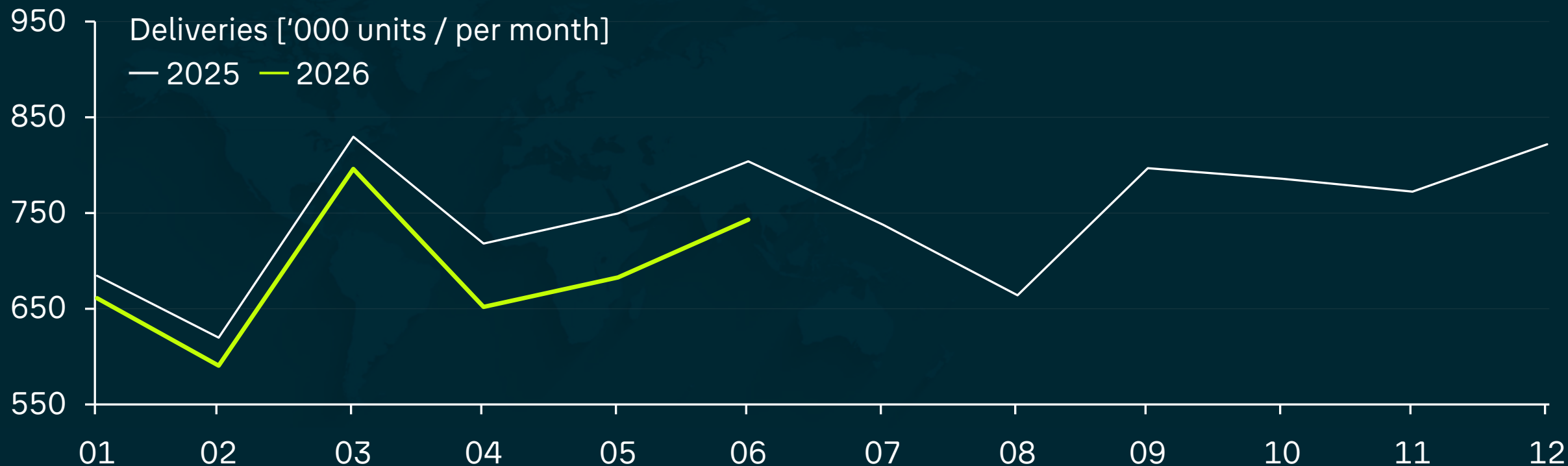
Volkswagen Group 9M Results

with CFO & COO Arno Antlitz on October 29, 2026

Volkswagen Group Deliveries

VOLKSWAGEN
GROUP

H1 deliveries below prior-year period due to significantly lower China volumes, exChina +2%



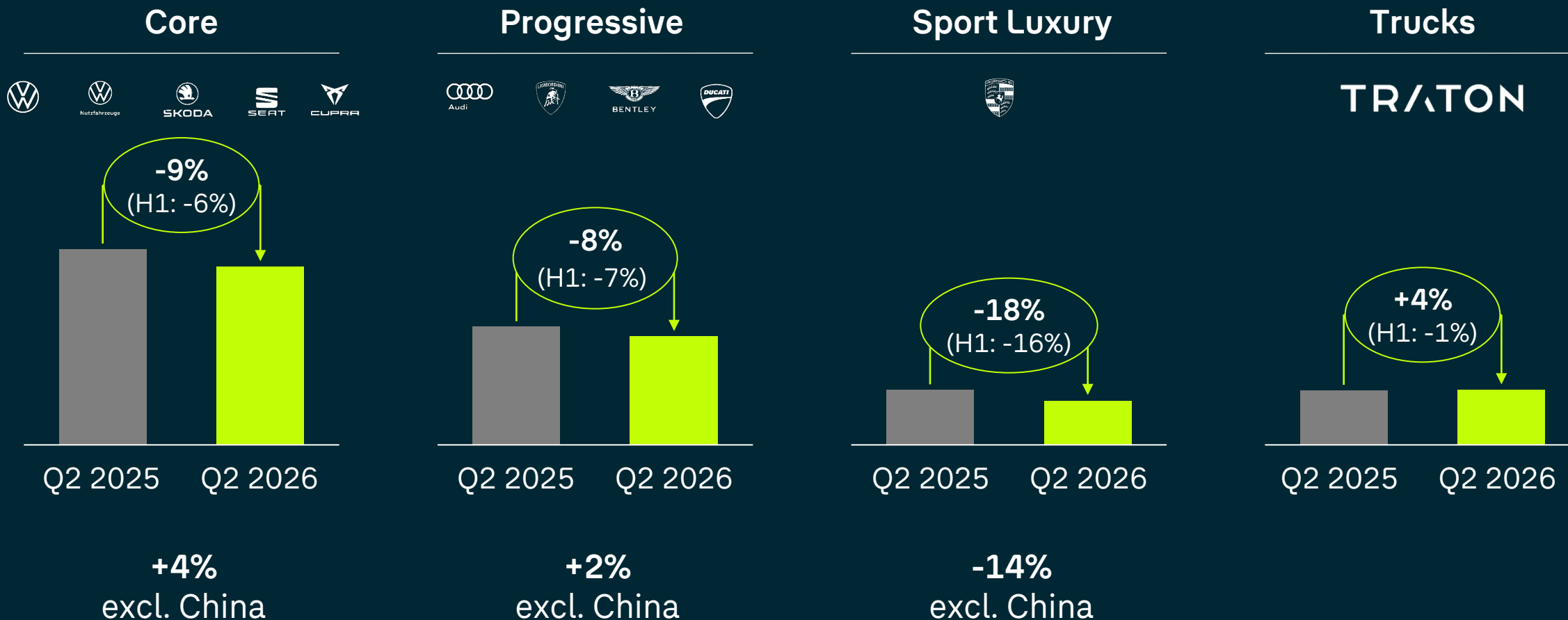
H1 deliveries at 4.1m units,
6.3% below prior-year period

438k BEV deliveries (-6% y-o-y),
BEV share stable at ~11%

Global **passenger car market**
share stable at ~10%

Volkswagen Group Deliveries by Brand Group

Excluding China, Brand Groups Core and Progressive overcompensate lower Sport Luxury



Volkswagen Group H1 BEV & PHEV Deliveries

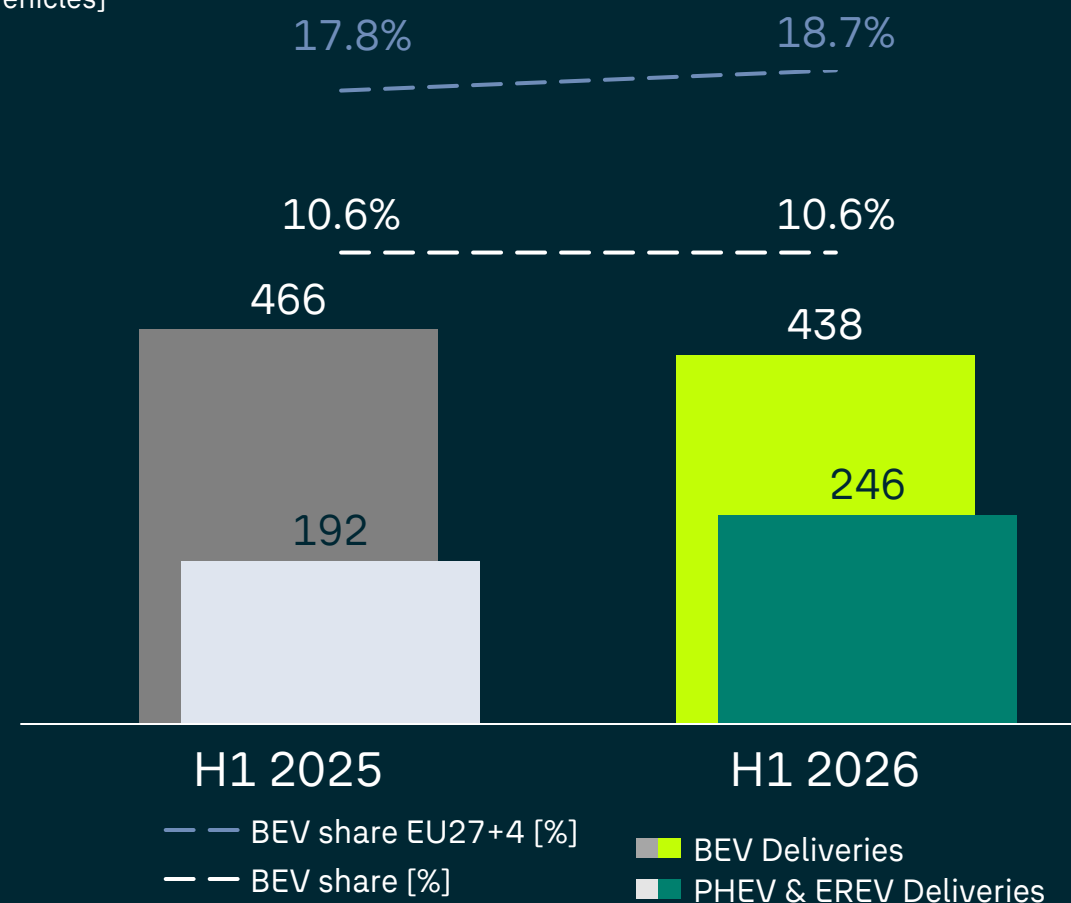
Healthy growth in Europe only partially compensated declines in China & North America

Top BEV Models H1 2026



Annual Development

[k vehicles]

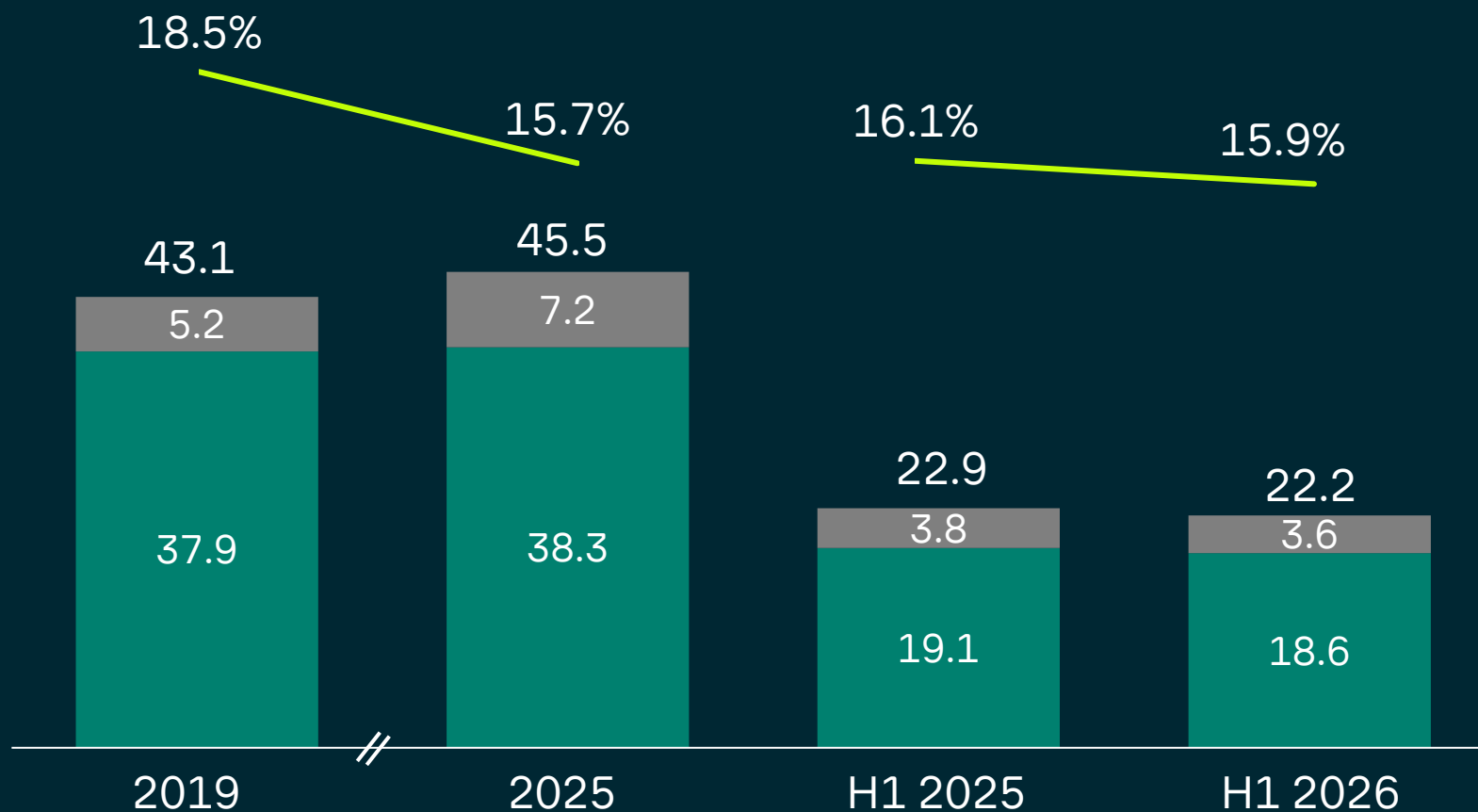


H1 2026 Performance Brand Group Core

	Volkswagen	ŠKODA	SEAT CUPRA	VW Comm. Veh.	Group Components
		 SKODA	  SEAT CUPRA	 Commercial Vehicles	
Vehicle Sales [k units]	1,530 (+1%)	629 (+8%)	329 (+2%)	216 (-4%)	
Sales Revenue [€ bn]	42.3 (-3%)	16.0 (+6%)	7.7 (+1%)	8.2 (-5%)	11.9 (flat)
Operating Result [€ bn]	1.0 (-10%)	1.4 (+6%)	0.1 (+>100%)	0.3 (+33%)	0.9 (+13%)
Operating Margin [%]	2.4 (-0.1ppts)	8.5 (flat)	1.6 (+1.1ppts)	3.3 (+0.9ppts)	7.1 (+0.8ppts)

Overhead Cost Development Automotive Division

Overhead cost [as % of Automotive revenue]
TRATON [in €bn]
Passenger Cars [in €bn]



Overhead cost improved in H1 2026 both in relative and absolute terms

Disciplined cost work more than offsets **increases** from ongoing ramp-up of **new business fields**¹

1. Ramp-up of PowerCo, Scout and Mobility Solutions.

Volkswagen Group Q1

	VEHICLE SALES (` 000)		SALES REVENUE (€ m)		OPERATING RESULT (€ m)		OPERATING MARGIN (%)	
	Q1 2026	Q1 2025	Q1 2026	Q1 2025	Q1 2026	Q1 2025	Q1 2026	Q1 2025
Brand Group Core	1,227	1,224	34,874	35,340	1,541	1,118	4.4	3.2
Volkswagen Passenger Cars	716	726	19,897	21,226	73	112	0.4	0.5
SKODA	315	276	7,921	7,259	660	546	8.3	7.5
CUPRA/SEAT	156	158	3,677	3,895	43	5	1.2	0.2
Volkswagen Commercial Vehicles	99	109	3,922	4,138	154	37	3.9	0.9
Group Technology	-	-	6,211	5,972	562	387	9.0	6.5
Consolidation	-59	-46	-6,753	-7,149	49	32	-	-
Brand Group Progressive (Audi Group)	260	277	14,178	15,431	588	537	4.2	3.5
Brand Group Sport Luxury (Porsche Automotive) ¹	59	65	7,381	7,819	517	678	7.0	8.7
CARIAD	-	-	389	237	-420	-755	-	-
Battery	-	-	12	2	-230	-213	-	-
Brand Group Trucks	69	73	9,780	10,326	40	640	0.4	6.2
At equity accounted companies in China ²	494	610	-	-	-	-	-	-
Volkswagen Group Mobility	-	-	15,831	14,866	868	948	5.5	6.4
Other ³	-155	-149	-6,788	-6,464	-441	-81	-	-
Volkswagen Group	1,954	2,100	75,657	77,558	2,463	2,873	3.3	3.7
thereof:								
Automotive Division ⁴	-	-	66,267	68,764	1,813	1,748	2.7	2.5
Financial Services Division	-	-	16,989	15,903	971	1,051	5.7	6.6
Consolidation	-	-	-7,598	-7,109	-321	74	-	1.0

1. Porsche (including Financial Services): sales revenue € 8,400 (8,858) million, operating result € 595 (762) million. | 2. The sales revenue and operating result of the equity-accounted companies in China are not included in the consolidated figures; the share of the operating result generated by these companies amounted to € 83 (272) million. | 3. In the operating result, mainly intragroup items recognized in profit or loss, in particular from the elimination of intercompany profits; the figure includes depreciation and amortization of identifiable assets as part of purchase price allocation, as well as companies not allocated to the brands. | 4. Automotive Division original.

Volkswagen Group Q2

	VEHICLE SALES (` 000)		SALES REVENUE (€ m)		OPERATING RESULT (€ m)		OPERATING MARGIN (%)	
	Q2 2026	Q2 2025	Q2 2026	Q2 2025	Q2 2026	Q2 2025	Q2 2026	Q2 2025
Brand Group Core	1,364	1,303	38,161	37,140	2,070	2,337	5.4	6.3
Volkswagen Passenger Cars	814	795	22,407	22,222	922	991	4.1	4.5
SKODA	315	306	8,094	7,811	706	739	8.7	9.5
CUPRA/SEAT	173	164	4,018	3,704	79	33	2.0	0.9
Volkswagen Commercial Vehicles	117	116	4,316	4,561	120	170	2.8	3.7
Group Technology	-	-	5,675	5,937	283	364	5.0	6.1
Consolidation	-54	-77	-6,350	-7,094	-40	40	-	-
Brand Group Progressive (Audi Group)	268	297	14,999	17,142	533	550	3.6	3.2
Brand Group Sport Luxury (Porsche Automotive) ¹	62	70	7,777	8,319	692	154	8.9	1.9
CARIAD	-	-	426	327	-435	-417	-	-
Battery	-	-	76	9	-242	-379	-	-
Brand Group Trucks	83	80	11,310	10,869	902	605	8.0	5.6
At equity accounted companies in China ²	362	632	-	-	-	-	-	-
Volkswagen Group Mobility	-	-	15,743	14,496	805	863	5.1	6.0
Other ³	-94	-119	-6,048	-7,495	-855	121	-	-
Volkswagen Group	2,043	2,263	82,444	80,806	3,469	3,834	4.2	4.7
thereof:								
Automotive Division ⁴	2,043	2,262	73,466	73,966	2,926	3,021	4.0	4.1
Financial Services Division	-	-	16,973	15,568	898	860	5.3	5.5
Consolidation	-	1	-7,994	-8,728	-355	-47	-	-

1. Porsche (including Financial Services): sales revenue € 8,899 (9,299) million, operating result € 753 (245) million. | 2. The sales revenue and operating result of the equity-accounted companies in China are not included in the consolidated figures; the share of the operating result generated by these companies amounted to € 101 (234) million. | 3. In the operating result, mainly intragroup items recognized in profit or loss, in particular from the elimination of intercompany profits; the figure includes depreciation and amortization of identifiable assets as part of purchase price allocation, as well as companies not allocated to the brands. | 4. Automotive Division original.

Volkswagen Group H1

	VEHICLE SALES (` 000)		SALES REVENUE (€ m)		OPERATING RESULT (€ m)		OPERATING MARGIN (%)	
	H1 2026	H1 2025	H1 2026	H1 2025	H1 2026	H1 2025	H1 2026	H1 2025
Brand Group Core	2,590	2,527	73,035	72,480	3,611	3,455	4.9	4.8
Volkswagen Passenger Cars	1,530	1,521	42,304	43,448	995	1,103	2.4	2.5
SKODA	629	582	16,015	15,070	1,366	1,285	8.5	8.5
CUPRA/SEAT	329	322	7,695	7,598	122	38	1.6	0.5
Volkswagen Commercial Vehicles	216	224	8,238	8,698	275	207	3.3	2.4
Group Technology	-	-	11,886	11,909	845	751	7.1	6.3
Consolidation	-114	-123	-13,103	-14,243	9	71	-	-
Brand Group Progressive (Audi Group)	528	574	29,177	32,573	1,122	1,087	3.8	3.3
Brand Group Sport Luxury (Porsche Automotive) ¹	121	135	15,158	16,138	1,208	832	8.0	5.2
CARIAD	-	-	815	564	-855	-1,172	-	-
Battery	-	-	88	11	-473	-592	-	-
Brand Group Trucks	152	153	21,090	21,195	942	1,245	4.5	5.9
At equity accounted companies in China ²	856	1,242	-	-	-	-	-	-
Volkswagen Group Mobility	-	-	31,574	29,362	1,673	1,811	5.3	6.2
Other ³	-249	-267	-12,836	-13,959	-1,296	40	-	-
Volkswagen Group	3,997	4,363	158,102	158,364	5,931	6,707	3.8	4.2
thereof:								
Automotive Division ⁴	3,997	4,363	139,733	142,730	4,739	4,769	3.4	3.3
Financial Services Division	-	-	33,961	31,471	1,869	1,911	5.5	6.1
Consolidation	-	-	-15,593	-15,837	-676	27	-	0.2

1. Porsche (including Financial Services): sales revenue € 17,299 (18,157) million, operating result € 1,348 (1,007) million. | 2. The sales revenue and operating result of the equity-accounted companies in China are not included in the consolidated figures; the share of the operating result generated by these companies amounted to € 184 (506) million. | 3. In the operating result, mainly intragroup items recognized in profit or loss, in particular from the elimination of intercompany profits; the figure includes depreciation and amortization of identifiable assets as part of purchase price allocation, as well as companies not allocated to the brands. | 4. Automotive Division original.

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
VW				
Golf R	8.1 – 8.5 l/100km	n/a	184 – 193 g/km	n/a
ID.3 Neo	n/a	14.3 – 15.7 kWh/100km	n/a	up to 629km
ID.3 Pro S	n/a	14.9 kWh/100km	n/a	402 – 575km
ID.4 Pro	n/a	17.5 – 16.1 kWh/100km	n/a	395 – 545km
ID.5 Pro	n/a	15.5 – 18.0 kWh/100km	n/a	492 – 567km
ID.7 Pro	n/a	16.1 – 14.0 kWh/100km	n/a	up to 618km
ID.7 GTX	n/a	18.8 – 16.6 kWh/100km	n/a	up to 584km
ID. Buzz GTX	n/a	21.6 – 20.5 kWh/100km	n/a	402 – 423km
ID. Every1	The vehicle is not yet offered for sale and is therefore not subject to Directive 1999/94/EC. Consumption and emission data under review.			
ID. Cross Style	n/a	16.9 – 14.4 kWh/100km	n/a	up to 425km
ID. Polo Style	n/a	14.7 – 13.4 kWh/100km	n/a	up to 452km
ID. Polo GTI	Near-series study. The vehicle is not yet available for sale. Binding WLTP values are not yet available.			
ID. UNYX 09, ID. AURA T6, New Atlas, ID. ERA 9X	These vehicles are not offered for sale in Europe.			
Tayron R Line Hybrid	1.7 – 1.9 l/100km	14.0 – 15.0 kWh/100km	38 – 42 g/km	up to 116km

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Škoda				
Vision O	The vehicle is not yet offered for sale and is therefore not subject to Directive 1999/94/EC. Consumption and emission data under review.			
Enyaq Laurin & Klement 85	n/a	15.7 – 20.3 kWh/100km	n/a	565 – 589km
Enyaq Sportline	n/a	15.8 – 16.6 kWh/100km	n/a	410 – 428km
Elroq 85	n/a	15.2 – 16.6 kWh/100km	n/a	540 – 580km
Epiq 55	n/a	13.9 – 13.9 kWh/100km	n/a	433 – 435km
Porsche				
Macan S	n/a	21.1 – 17.9 kWh/100km	n/a	516 – 613km
Cayenne	n/a	21.8 – 19.7 kWh/100km	n/a	576 – 643km
Cayenne Coupe	n/a	21.3 – 19.2 kWh/100km	n/a	592 – 661km
Porsche Taycan GTS Sport Turismo	n/a	24.1 – 21.0 kWh/100km	n/a	424 – 490km
Taycan 4	n/a	20.6 – 17.6 kWh/100km	n/a	478 – 559km
Porsche 911 Carrera	10.7 – 10.1 l/100km	n/a	244 – 230 g/km	n/a
Porsche GT3	13.8 – 13.7 l/100km	n/a	312 – 310 g/km	

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Bentley				
Continental GT Speed	10.3 l/100 km	28.1 kWh/100km	29 g/km	n/a
Bentayga Speed	14.7 l/100 km	n/a	335 g/km	n/a
Bugatti				
CHIRON	25.2 l/100 km	n/a	572 g/km	n/a
Lamborghini				
Revuelto	11.9 l/100km	n/a	276 g/km	n/a
Urus S	14.1 l/100km	n/a	320 g/km	n/a
Urus SE	2.1 l/100km	39.5 kWh/100 Km	51 g/km	n/a
Temerario	The vehicle is not yet offered for sale and is therefore not subject to Directive 1999/94/EC. Consumption and emission data under review.			
Seat / Cupra				
Born	n/a	14.9 – 16.7 kWh/100km	n/a	up to 594km
Tavascan VZ 250 kW 77kWh	n/a	16.6 kWh/100km	n/a	up to 522km
Raval VZ Extreme	n/a	16.1 kWh/100km	n/a	up to 381km

Range / consumptions / emissions

Model	Fuel consumption combined (WLTP)	Electrical consumption combined (WLTP)	CO ₂ emissions combined (WLTP)	Electric range combined (WLTP)
Audi				
A5	7.7 – 4.8 l/100km	n/a	176 – 125 g/km	n/a
Concept C	Vehicle is not yet offered for sale & is therefore not subject to Directive 1999/94/EC. Consumption & emission data under review.			
Q3	14.7 l/100 km	n/a	335 g/km	n/a
Q4 quattro performance	n/a	18.9 – 16.2 kWh/100km	n/a	463 – 541km
Q5	7.9 – 5.9 l/100km	n/a	180 – 148 g/km	n/a
Q6 e-tron	n/a	18.4 – 15.6 kWh/100km	n/a	458 – 546km
Q7	7.8 – 7.1 l/100km	n/a	205 – 186 g/km	n/a
S5 Avant	7.5 – 7.9 l/100km	n/a	169 – 180 g/km	n/a
A6 Avant e-tron	n/a	16.3 – 14.0 kWh/100km	n/a	523 – 608km
A6L e-tron	The vehicle is not offered for sale in Europe.			
AUDI E7X	The vehicle is not offered for sale in Europe.			
Scout				
Terra	Vehicle is not yet offered for sale & is therefore not subject to Directive 1999/94/EC. Consumption & emission data under review.			
Traveler	Vehicle is not yet offered for sale & is therefore not subject to Directive 1999/94/EC. Consumption & emission data under review.			
Jetta (China)				
Jetta X	The vehicle is not offered for sale in Europe.			

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