VOLKSWAGEN GROUP

Roadshow Presentation

August 2026

Disclaimer

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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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VOLKSWAGEN GROUP

1 H1 Financial Performance

2 Group Strategy

3 Group Target Picture 2030

H1 2026 Financial Highlights

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Deliveries to Customers	Sales Revenues	Automotive Net Cash Flow
4.1m	**€ 158.1bn**	**€ 3.2bn**
European Order Book	Operating Margin	Automotive Net Liquidity
1,065k	**3.8%** / 4.3%[1]	**€ 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.

Q2 Deliveries by Region

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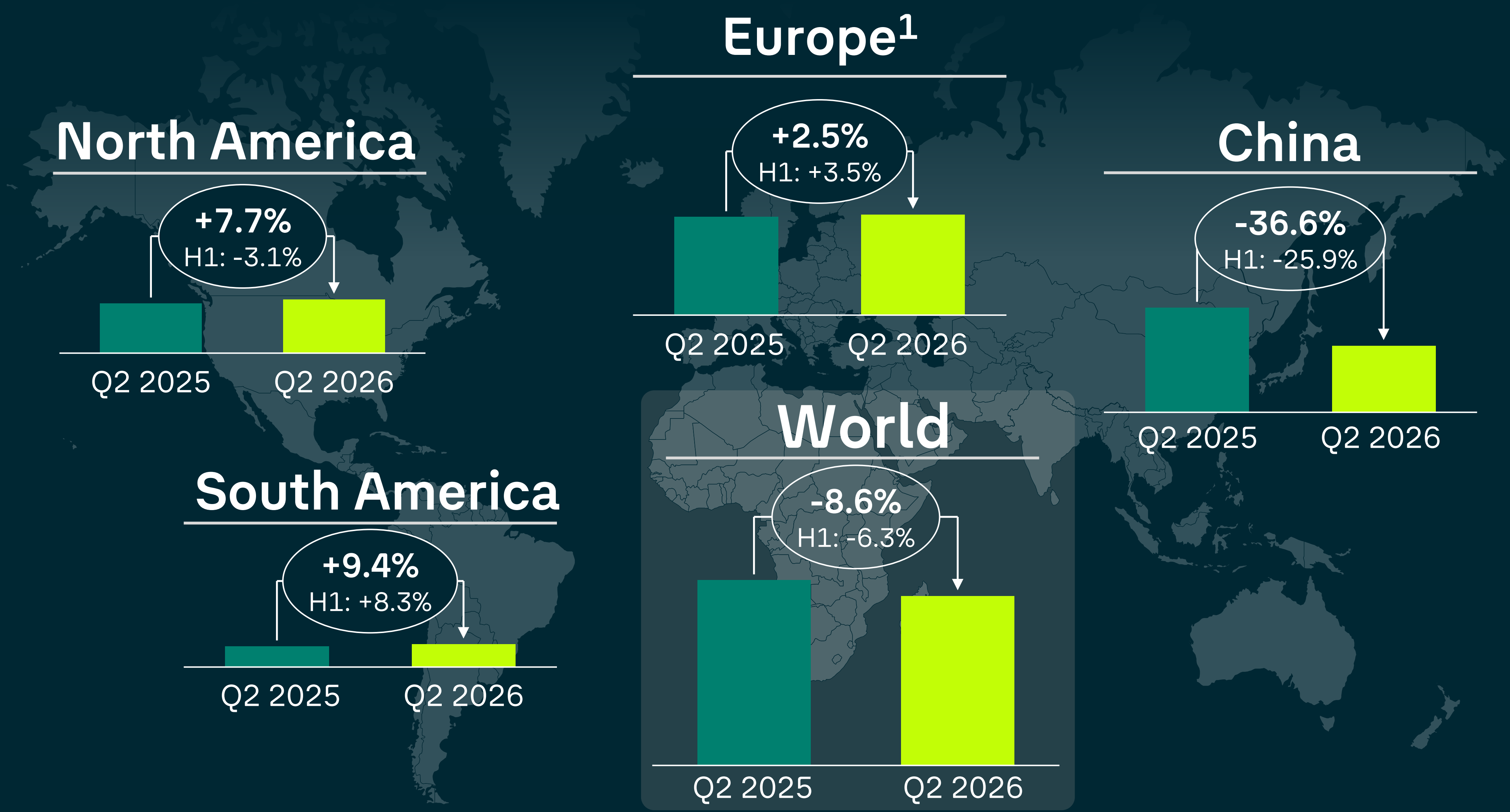
China significantly lower in weak market, deliveries up in Europe, North and South America



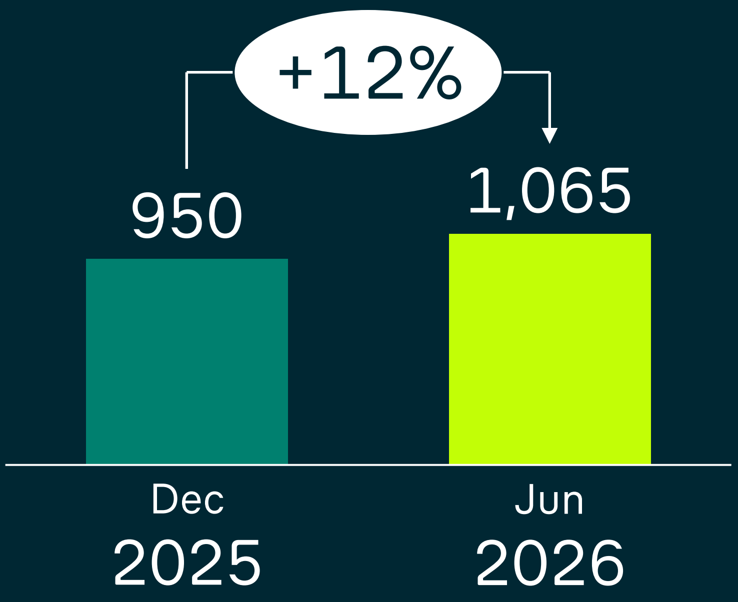
1. EU 27+4.

Order Situation

European[1] order book up 12% year-to-date, order reach at ~3.5 months

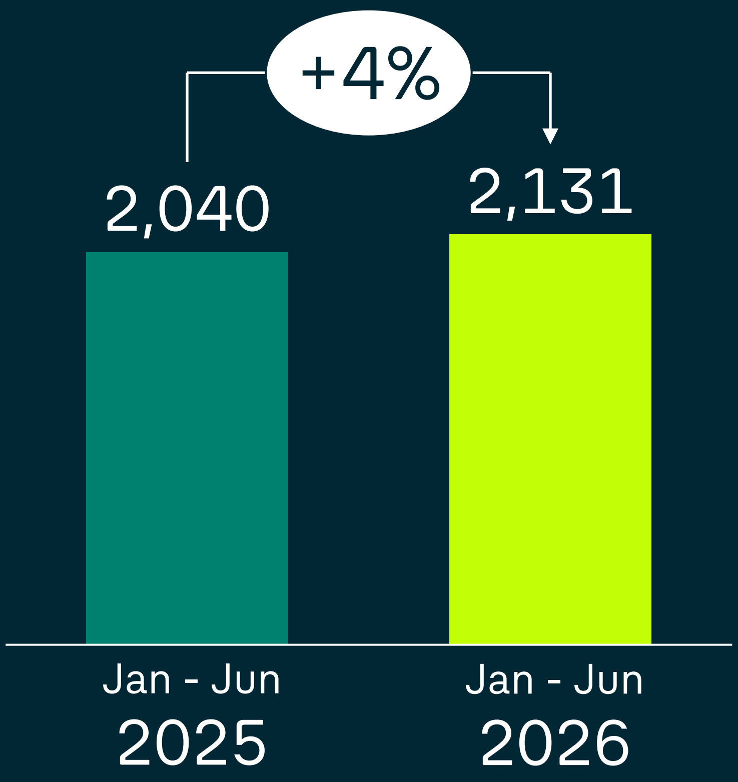
Order book

[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)

1. EU 27+4.

Financial Overview

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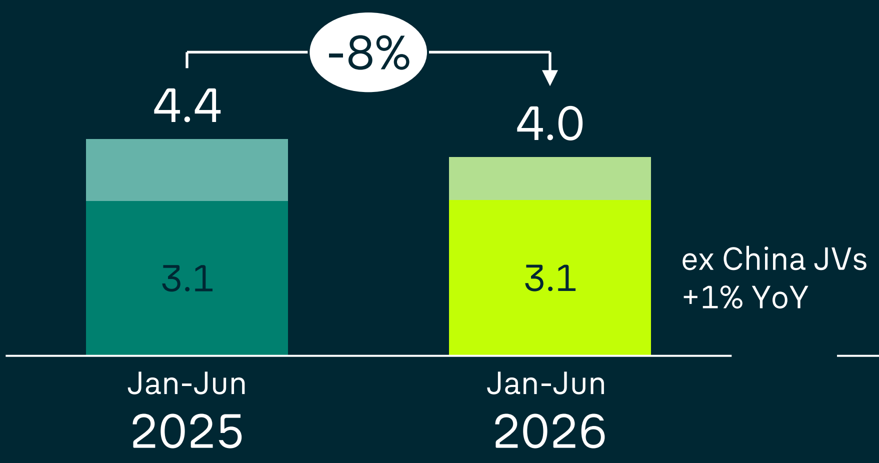
GROUP

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

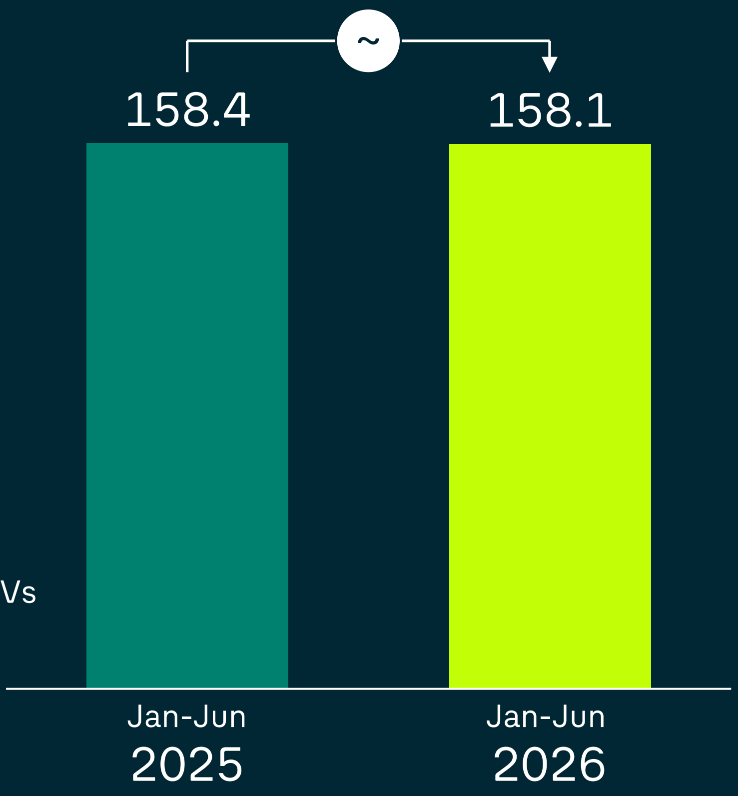
Vehicle Sales

[m vehicles]



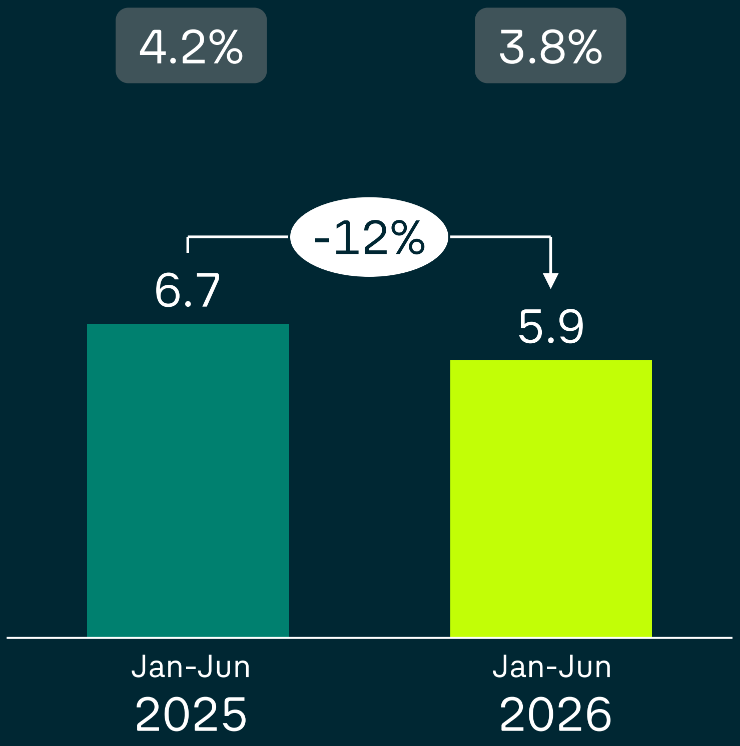
Sales Revenue

[€ bn]



Operating Result & Margin

[€ bn] Margin [%]



Operating Result and Profitability

€ 0.9bn negative special effects impacting H1 2026 results

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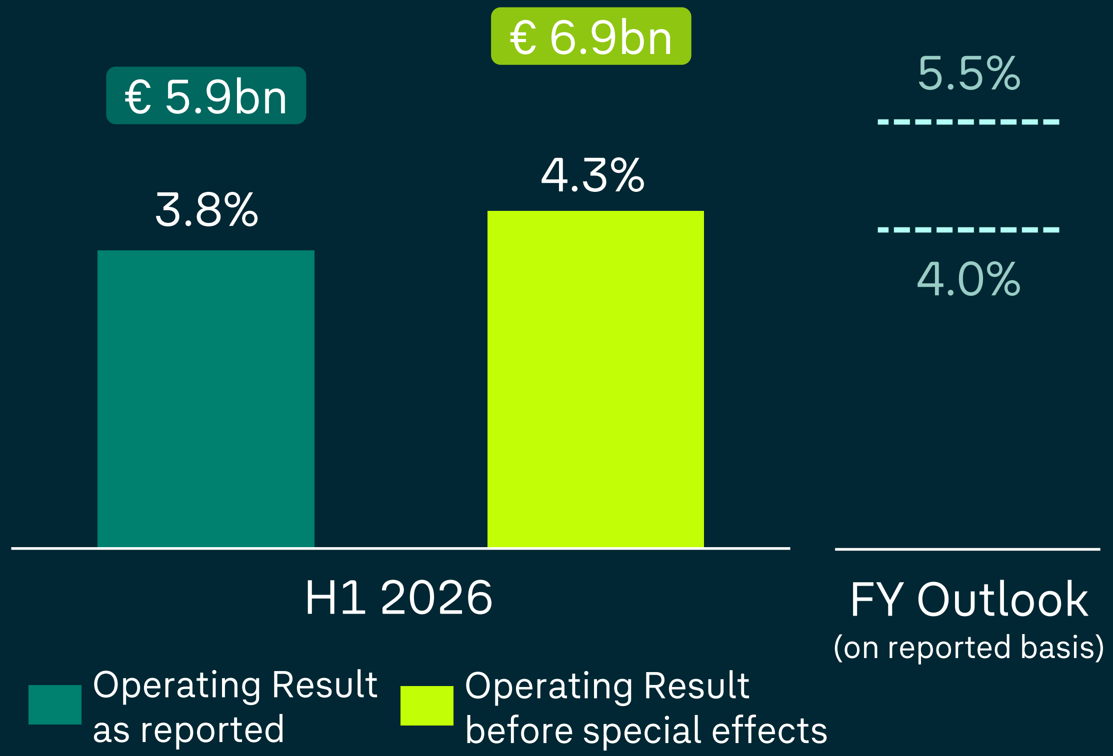
Operating Result & Margin

[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**

Automotive Investment Ratio

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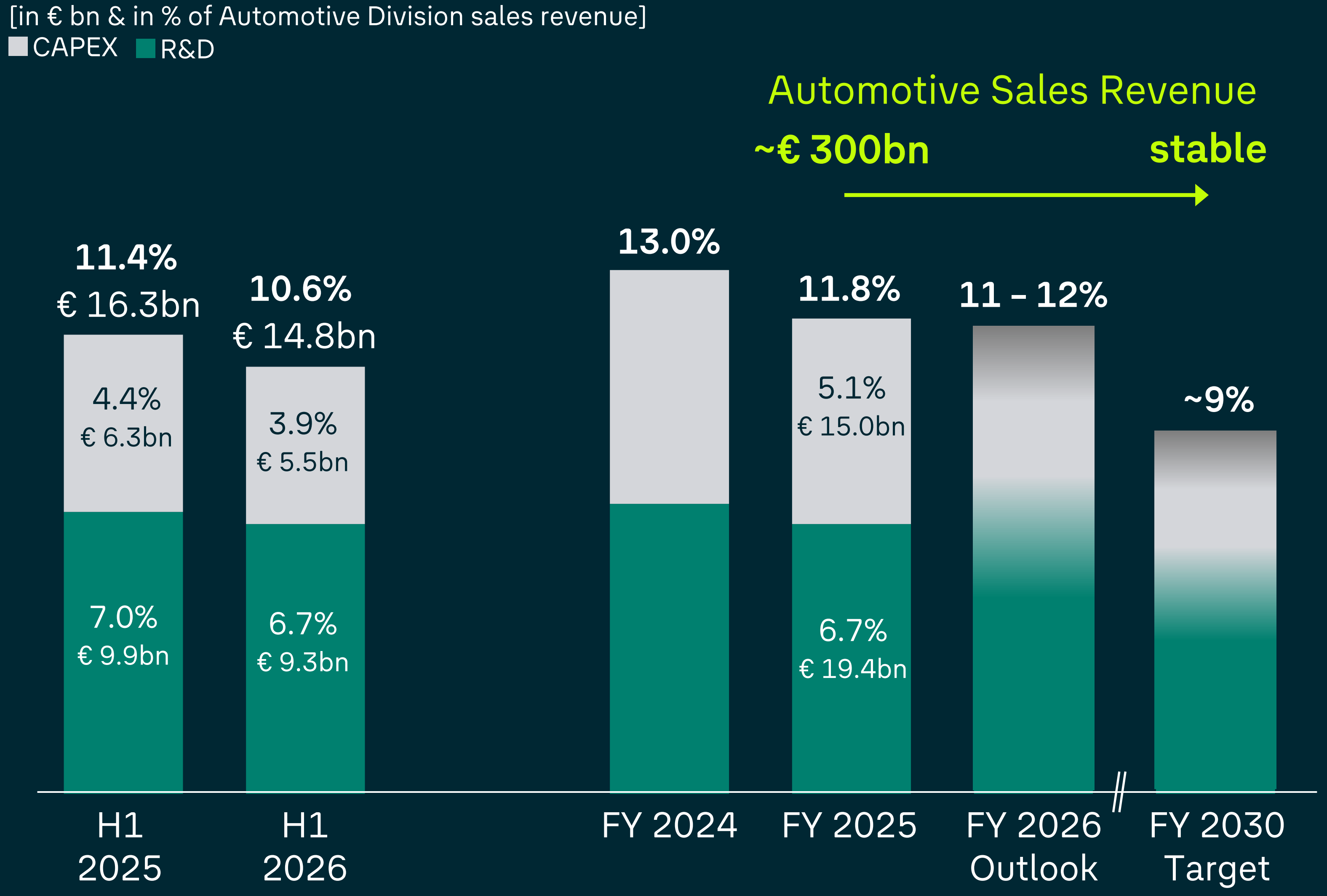
Focused investment spend discipline continues with further notable reduction in H1 2026



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**

Automotive Net Cash Flow and Net Liquidity

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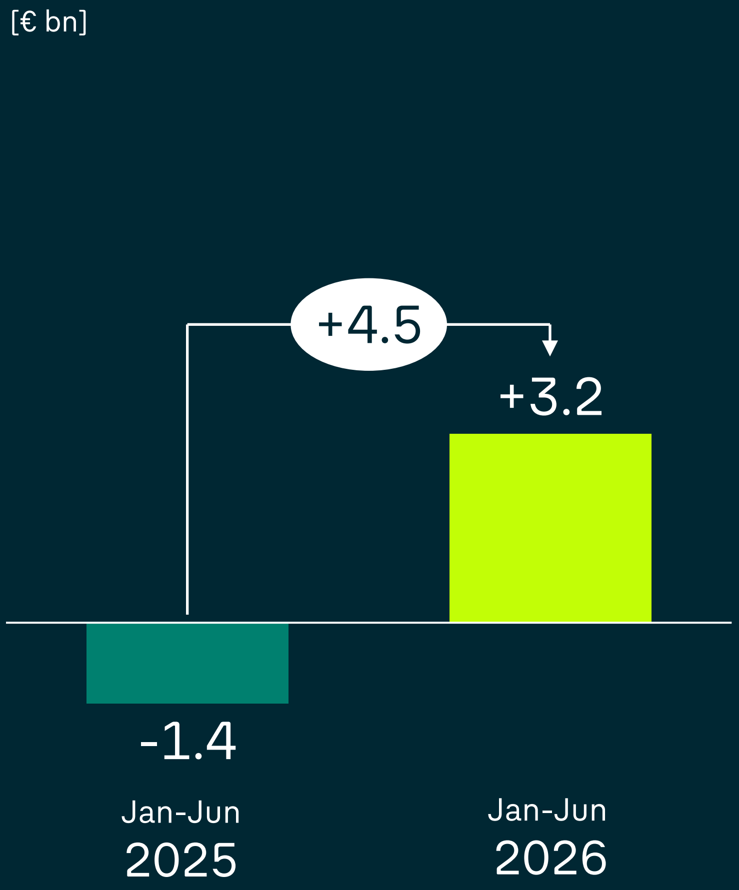
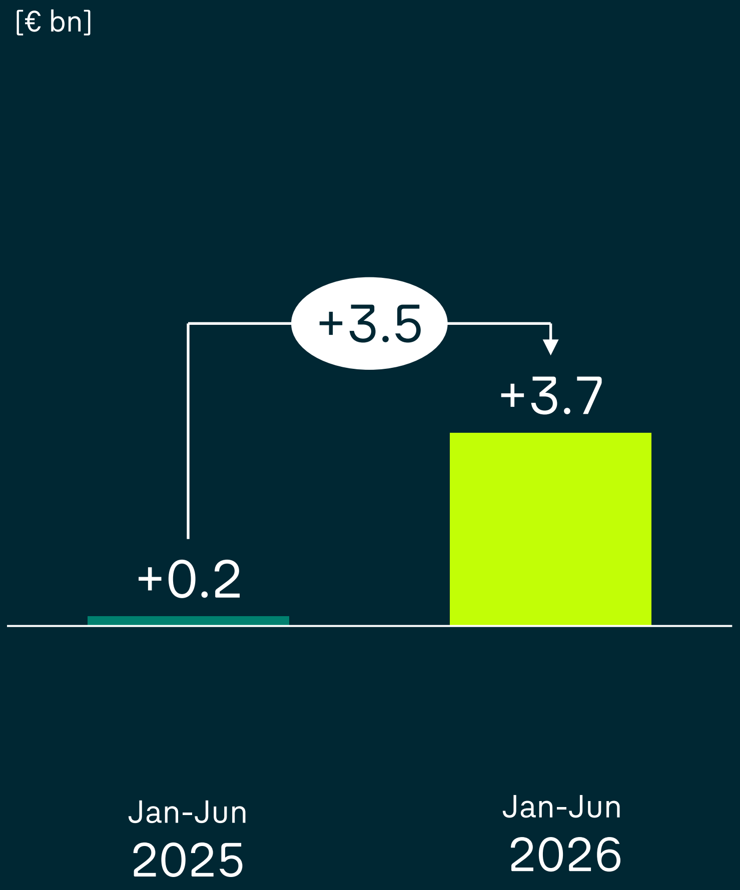
Reduced investments, lower cash taxes and working capital support strong Net Cash Flow

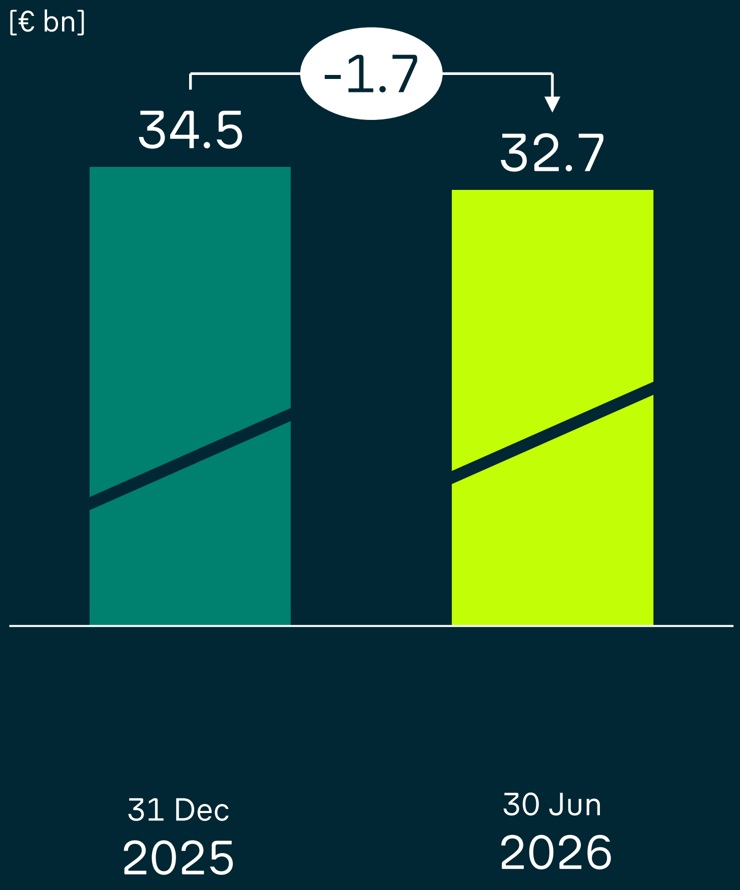
Rep. Net Cash Flow[1]



'Clean' Net Cash Flow[1, 2]



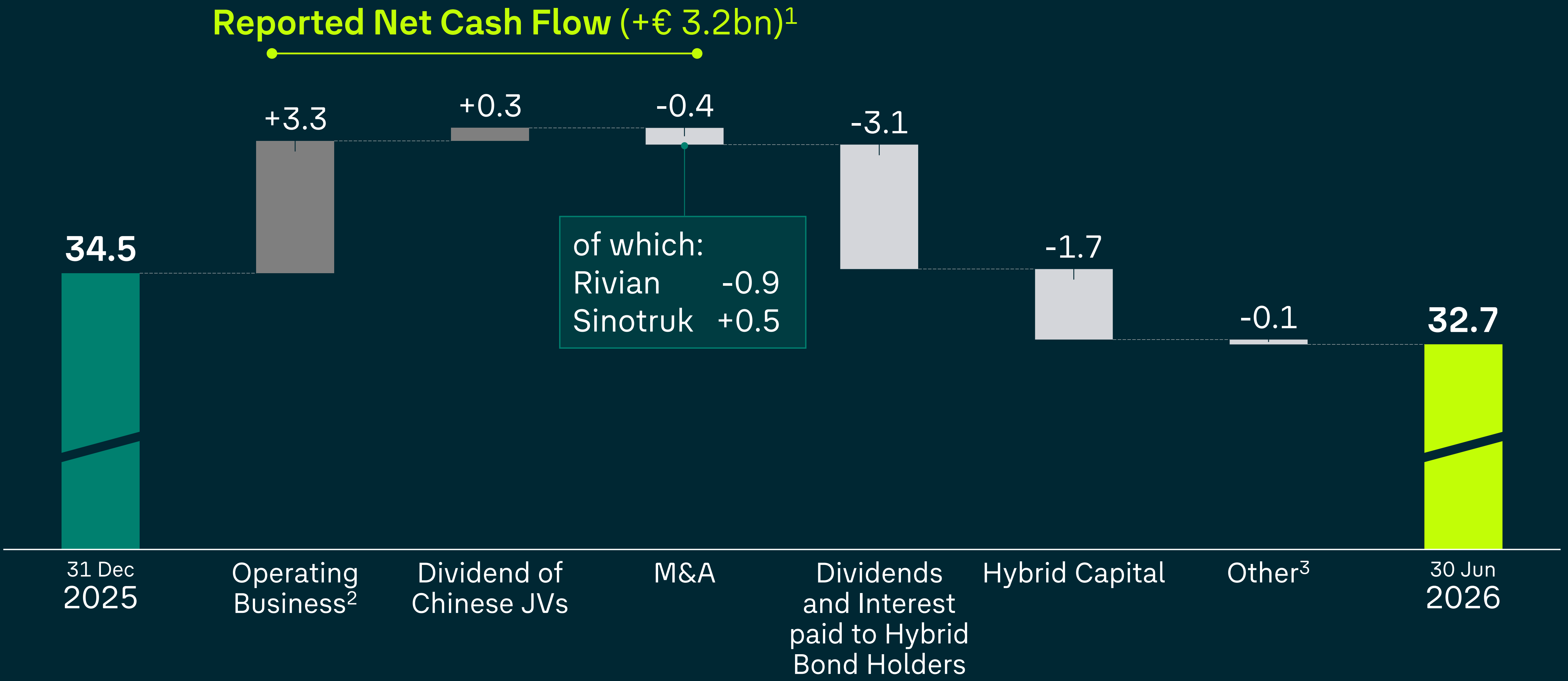
Net Liquidity[1]



1. Automotive Division original. | 2. Before Diesel and M&A.

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.

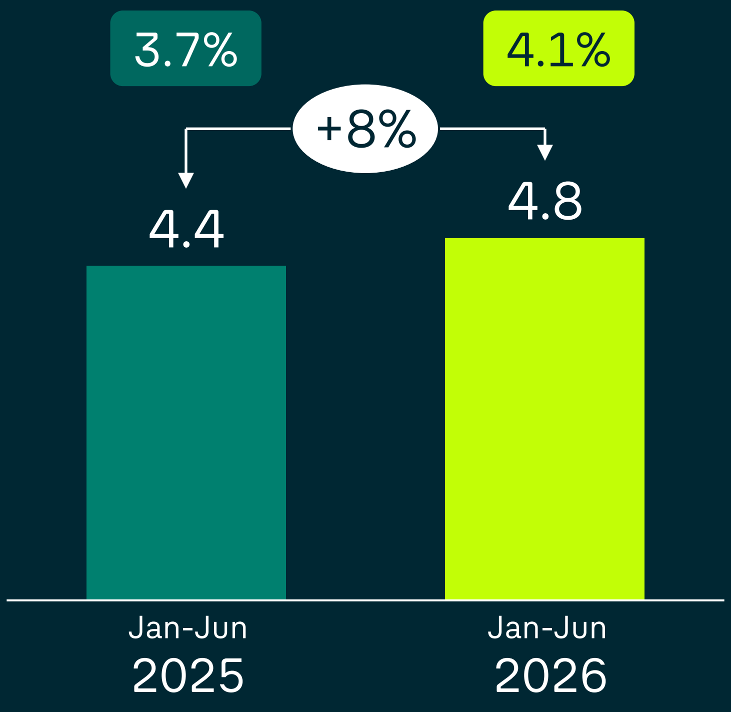
Operating Result by Division

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

Automotive Division[1]

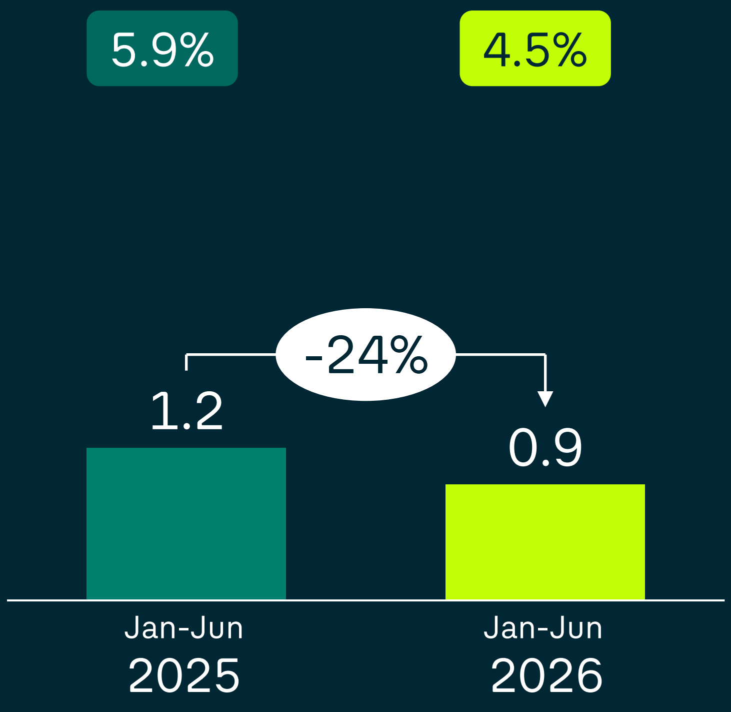
Passenger Cars

Operating Result [€ bn]
Margin [%]



Commercial Vehicles

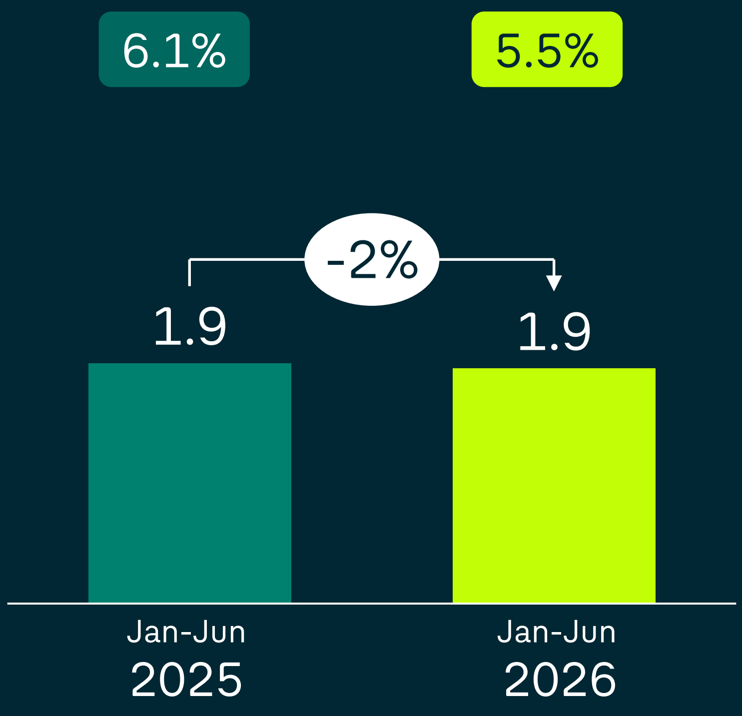
Operating Result [€ bn]
Margin [%]



Financial Services Division

Financial Services

Operating Result [€ bn]
Margin [%]



1. Automotive Division original.

Passenger Cars and Light Commercial Vehicles

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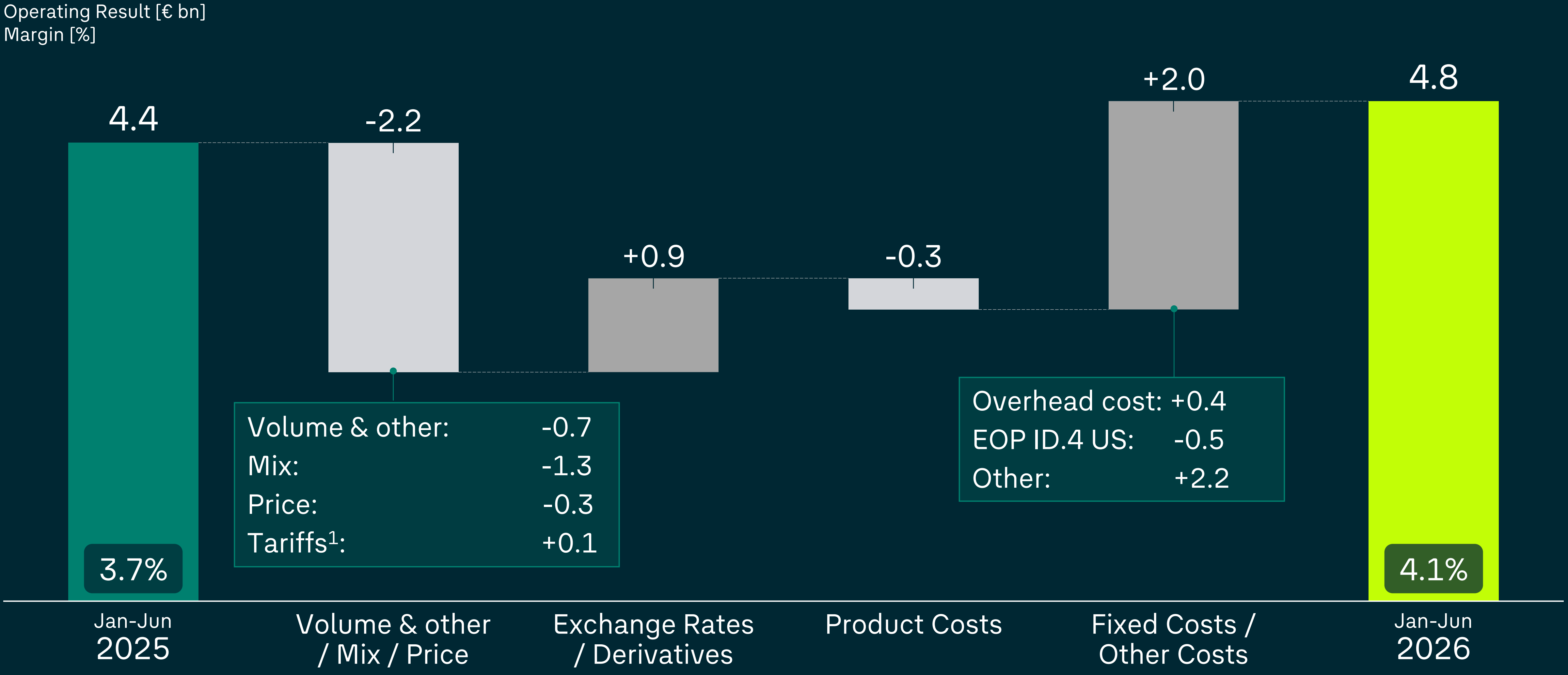
Improving overhead cost base and FX effects more than offset volume/price/mix headwind



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

H1 2026 Performance Brand Groups

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

	Core	Progressive	Sport Luxury
	Commercial Vehicles, SEAT, CUPRA, ŠKODA	Audi, BENTLEY	
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

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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 Volkswagen Financial Services

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	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 ppts)
Return on Equity[2] [%]	**11.3%** (-0.6 ppts)

Solid development of business and margin

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

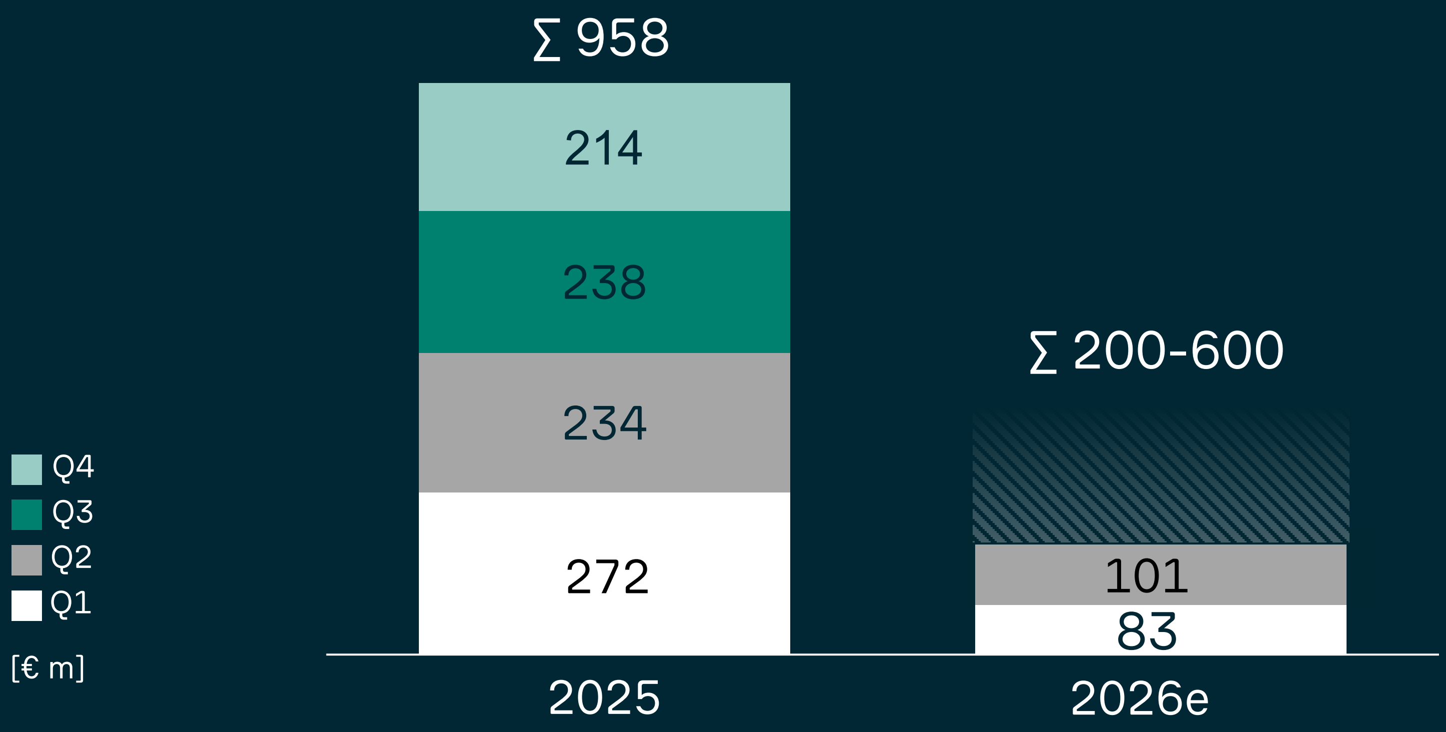
Slightly increased **residual value risk**

Credit loss ratio on **solid level**

1. Volkswagen Financial Services Division (including TRATON FS and Porsche Holding). | 2. Calculated on basis of normalized 8% equity ratio. Delta to previous year figures in brackets.

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

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

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	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.

1 H1 Financial Performance

2 Group Strategy

3 Group Target Picture 2030

Stronger than ever in Europe

Highly **Competitive** Portfolio

Winning Software

Market Leadership Strengthened

Bringing portfolio age back to well balanced levels

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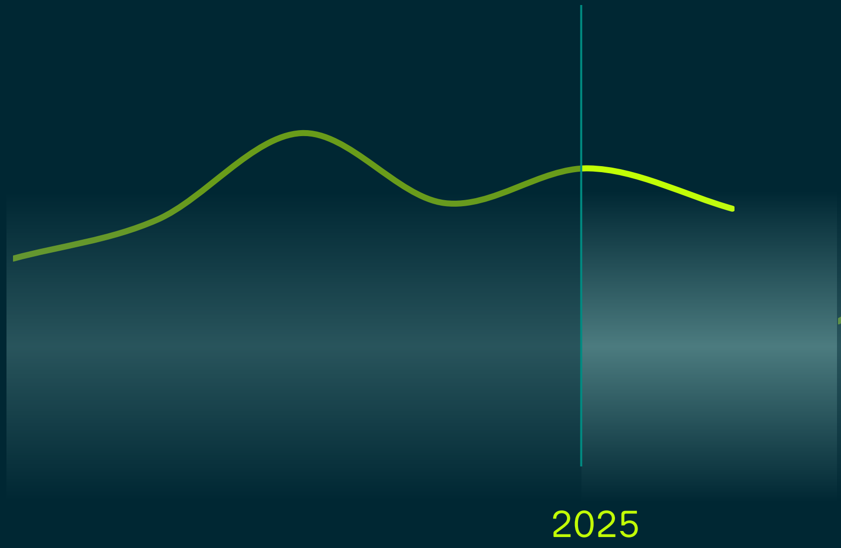
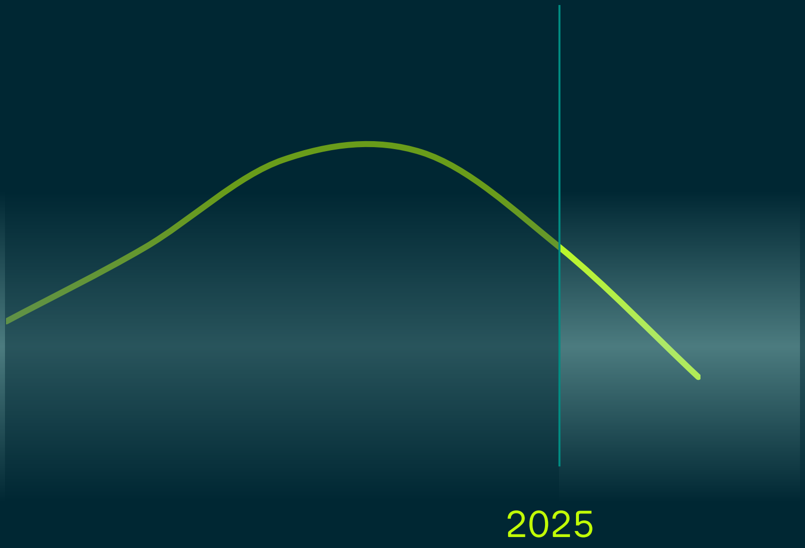
Brand Group CORE



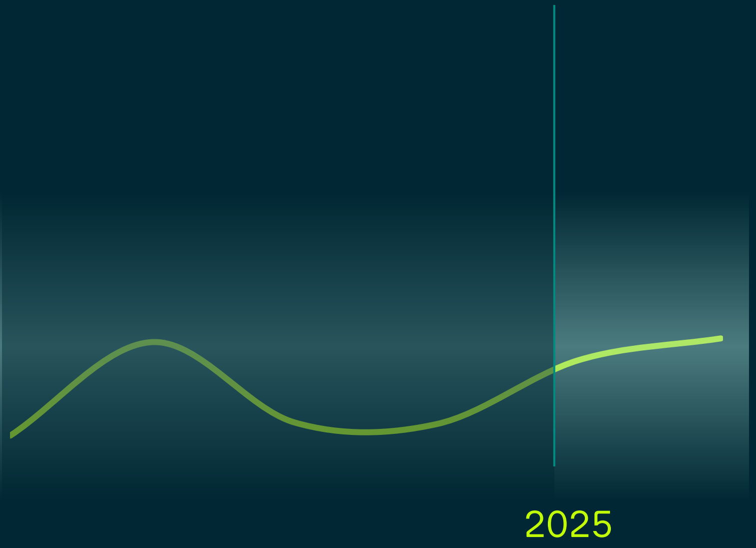
Fleet age lowered to **highly competitive levels across Brand Groups**

Brand Group PROGRESSIVE



Renewed & **attractive product line-up** drives **customer demand**

Brand Group SPORT LUXURY



Supporting **price/mix** helping to **mitigate headwinds**

Volume weighted average portfolio age 2021-2026E in years; Focus on Europe and on Volkswagen Brand for BGC, Audi for BGP and Porsche for BGSL.

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Complementing BEV portfolio in all European market segments

1. Wave
Middle of the market

2020 ...

2. Wave
Fleet and high-end

2024 ...

3. Wave
Entry-level

2026 ...

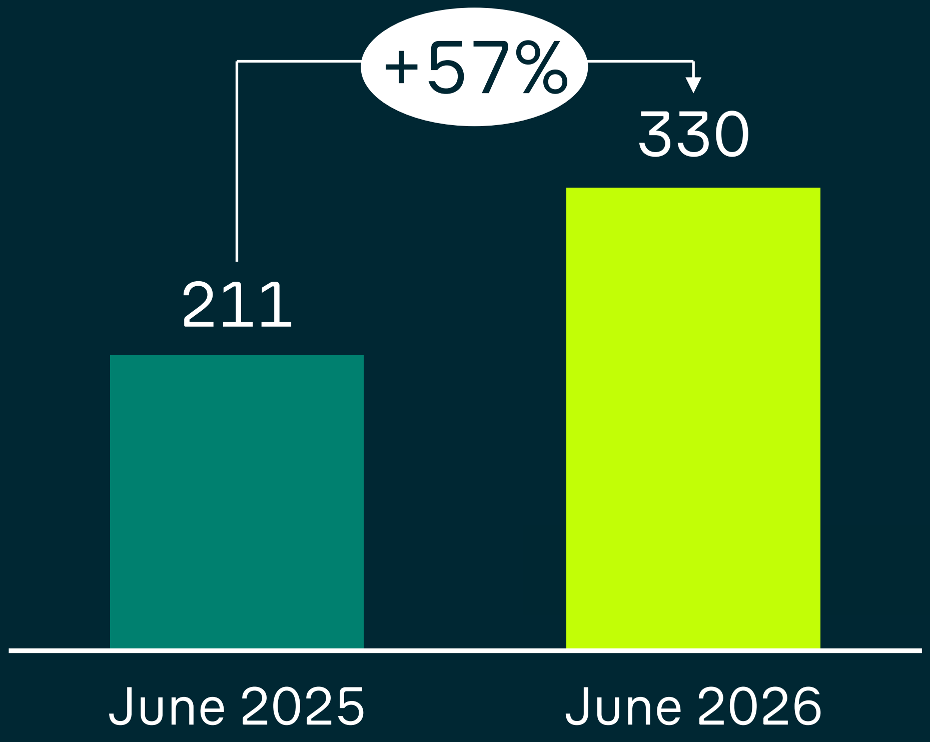
*already launched in 2025. **Concept, To be launched in H2 / 2026

BEV Order Book

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

BEV Order book

[k vehicles]



Implementation of cost reduction measures according to plan

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Strong progress in **workforce realignment**

Factory cost improved

Simplification of **BGC steering model initiated**

Group performance programs structured in 3 pillars

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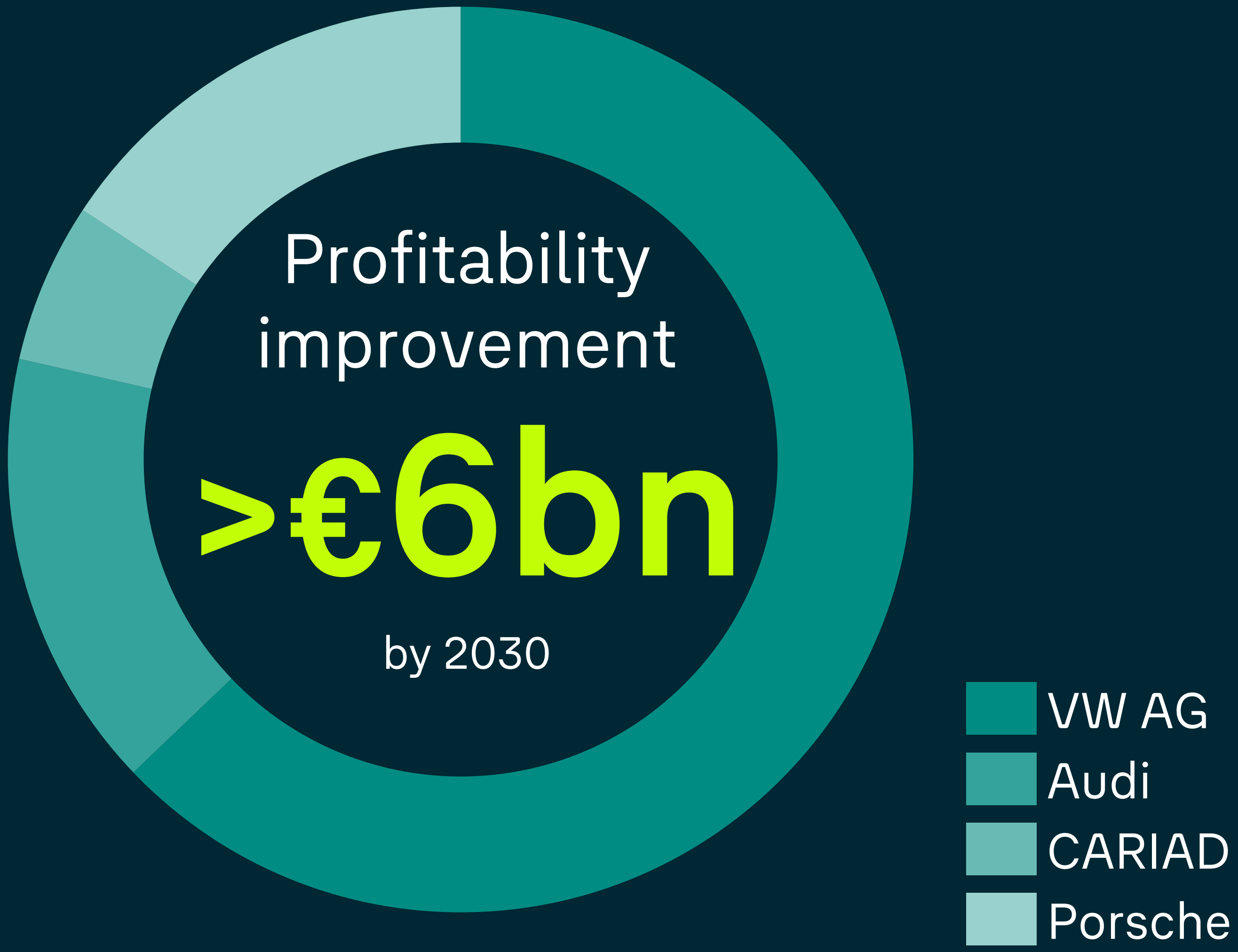
- Strategic realignment
- CARIAD streamlining
- Future Volkswagen
- Agreement for the future (Audi)

Stabilization of wages	Alignment of capacity to market realities	Re-alignment of workforce
~€ 2bn	>1mn[1]	~50k
by 2026	units by YE2027	headcount reduction by 2030[2]
Wage increases suspended, revised bonus & new remuneration systems	Rightsizing European capacity to optimize utilization, factory productivity & cost	Realignment of workforce at German locations in a socially responsible manner

1. Including Audi Brussels | 2. Compared to year-end 2024.

Net cost savings of more than € 6bn by end of decade



Implied Group RoS effect

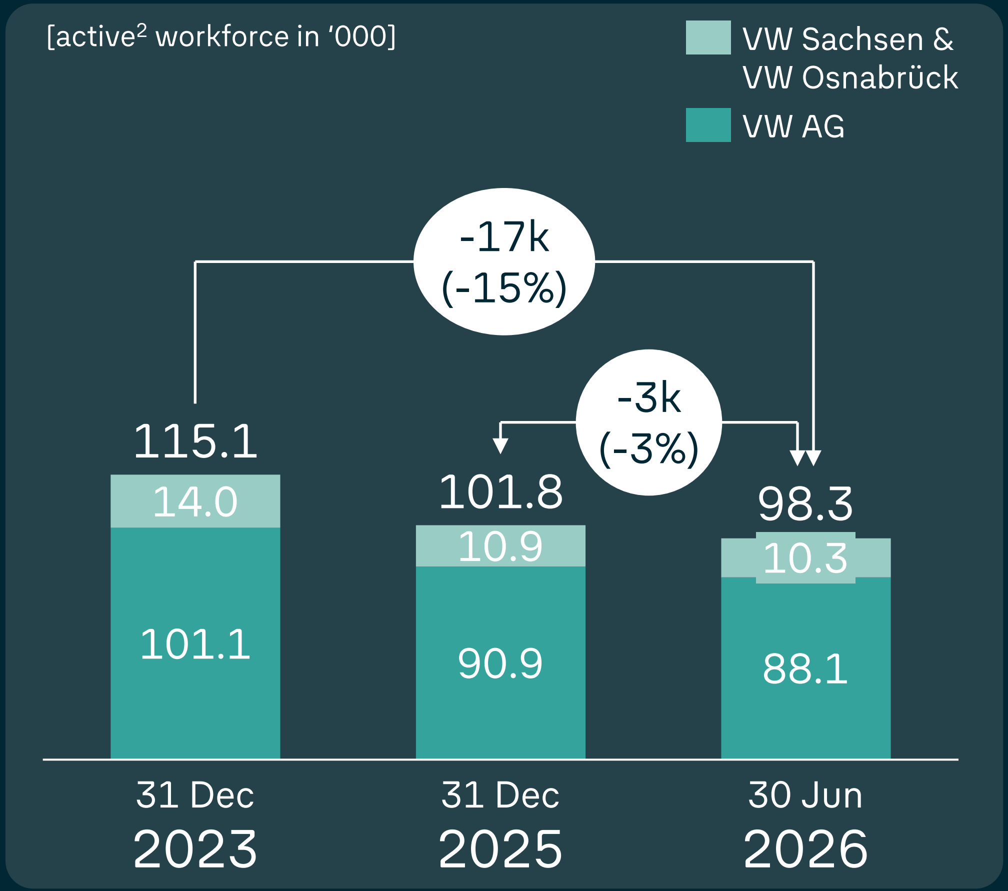
>150bps

by 2030

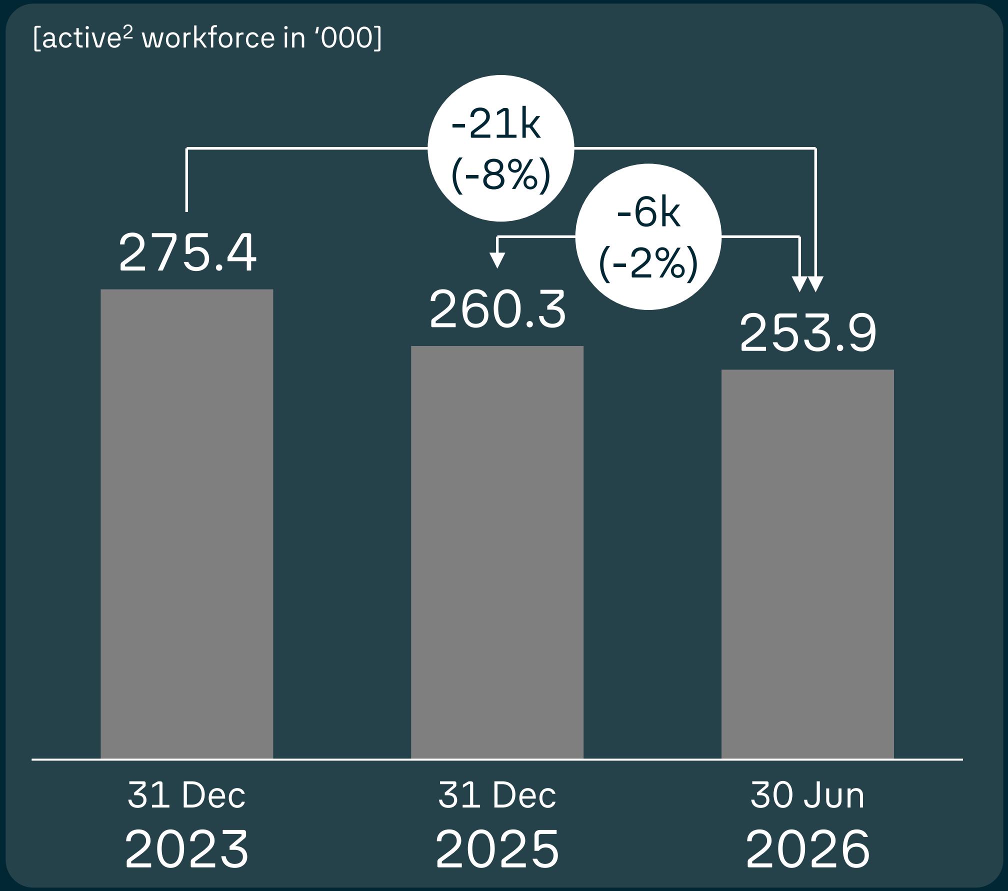
Development of headcount in Germany

Workforce reduction progressing as planned

Volkswagen AG[1] *(Germany)*



Volkswagen Group *(Germany)*



1. Scope Zukunft Volkswagen: Volkswagen AG, Volkswagen Sachsen GmbH, VW Osnabrück GmbH | 2. Active Workforce (excluding employees in the passive phase of partial retirement and apprentices)

‘In China, for China’ strategy

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TARGET PICTURE 2030

#1 international OEM in China

Today we have established unique strategic advantage among international OEMs with local R&D & in-house tech stack

"IN CHINA FOR CHINA"

LOCAL R&D

VOLKSWAGEN GROUP
CHINA TECHNOLOGY CO.

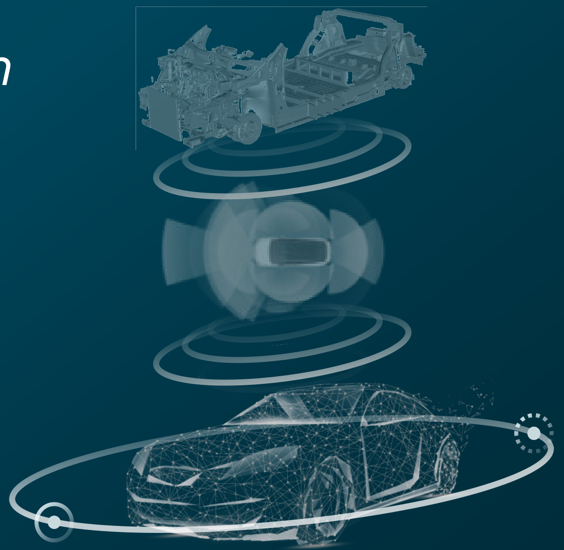
Esp. CEA One Team

LOCAL IN-HOUSE TECH STACKS

Platform

ADAS

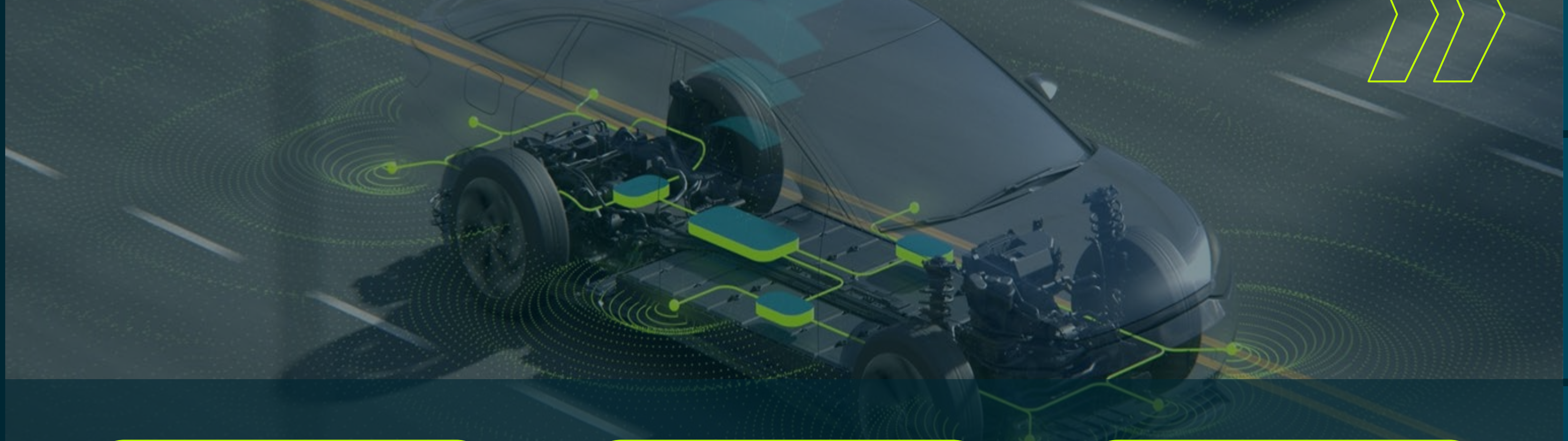
CEA



With our locally developed zonal electronic architecture CEA all our platforms will have unified tech stacks 2027 onward

2025	2026	2027 onwards
CEA 1.0	**CEA 1.3**	**CEA 2.X** ...
Launched	Platform approach & full in-house stack	Tech advance

First central zone electric architecture in VW Group



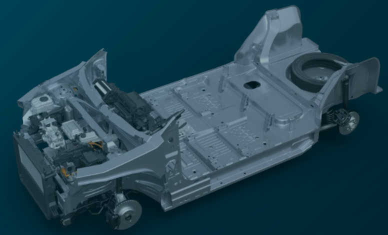
SCALE
Owned Software stack, modular system

SMART
OTA updateable, L2+ ADAS, AI cockpit

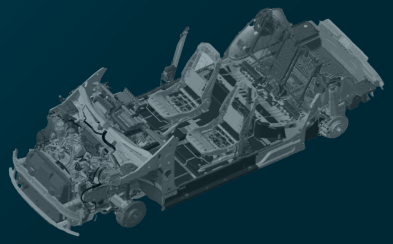
SIMPLE
25% less ECUs, ~20 more functions

MQB

CMP



CSP



Our new local platforms enable us to retain NEV drivetrain flexibility

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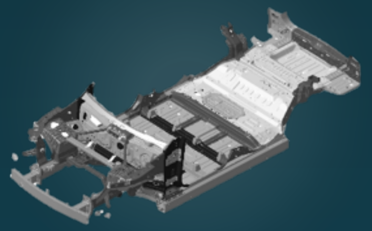
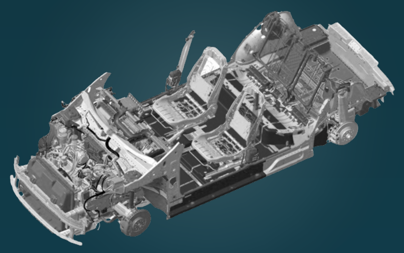
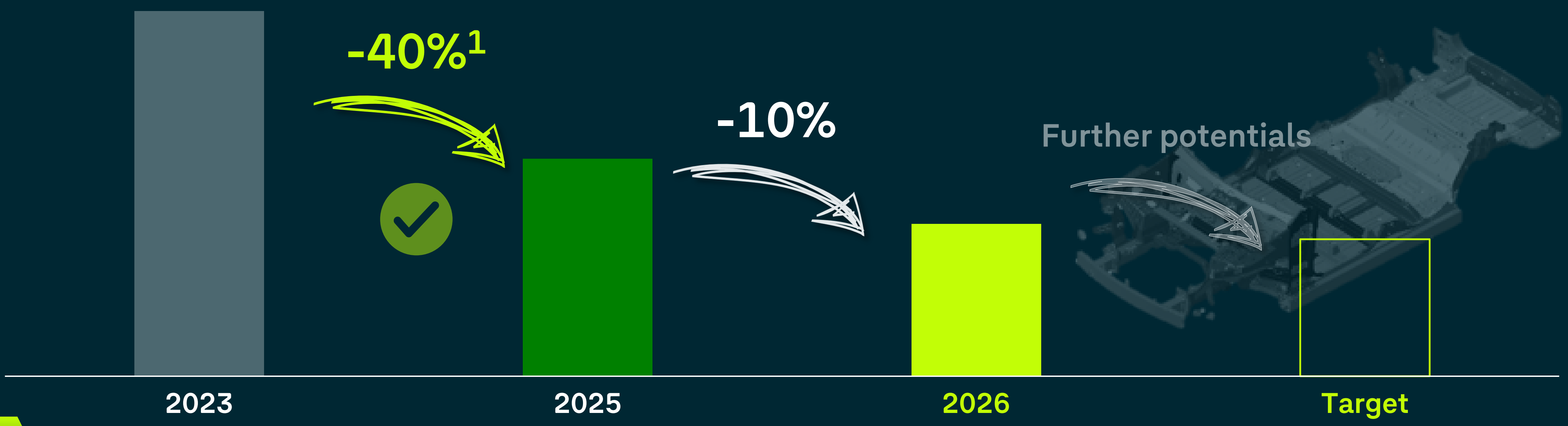
	Compact Main Platform (CMP) A segment	China Scalable Platform (CSP) A+ and above segments
1 HAT		
2 DRIVETRAINS	BEV + PHEV	BEV + EREV
1 TECH STACK	CEA & CARIZON	
SOP TIMELINE	2026	2027

Great progress in product cost reduction – organization set up for continuous cost optimizations

CMP MATERIAL COST WORK PROGRESS



Volkswagen Group China set-up fully cost competitive in China

1 | As of 2023 MEB vs. 2025 CMP.

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We are kick-starting the largest-ever NEV product offensive in China this year

ID. UNYX 08

ID. AURA T6

ID. ERA 9X

ID. UNYX 07

AUDI E7X

ID. UNYX 09

More to come… AUDI

>20 NEV Models from 2026

Developing North America Target Picture and Plan

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Enhancing portfolio
with focus on
SUVs, Pick-ups and HEVs

Further **localization of production**
under consideration

New **US steering model**
strengthening regional
responsibility and independence

North America: Focus on Scout Range Extender

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Entrance via highly attractive segments from 2028 on: **Pick-ups & rugged SUVs**

Heritage brand meeting customers' desires to strengthen NAR position

High adaptability of BEV offering with **gasoline range extender offers**

Successful first full year of Rivian and Volkswagen Group Technologies

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Joint Venture launched
Q3 2024

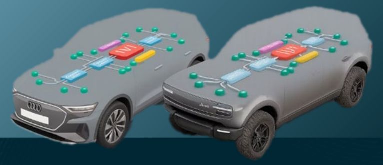
Operating model in place

3 mules completed

Q1 2026
Wintertests in progress

First vehicle on architecture

from 2027

from 2028
Full roll-out of SDV architecture


Consistent **delivery of milestones** and on track to **series production from 2027**

Holistic Capital Allocation

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Balancing investments in transformation, strengthening financial position and shareholder interests

Deliver attractive shareholder returns

Preserve a strong balance sheet and safeguard strong investment grade rating

Continued R&D and invest discipline

Volkswagen Group pursuing continuous dividend policy

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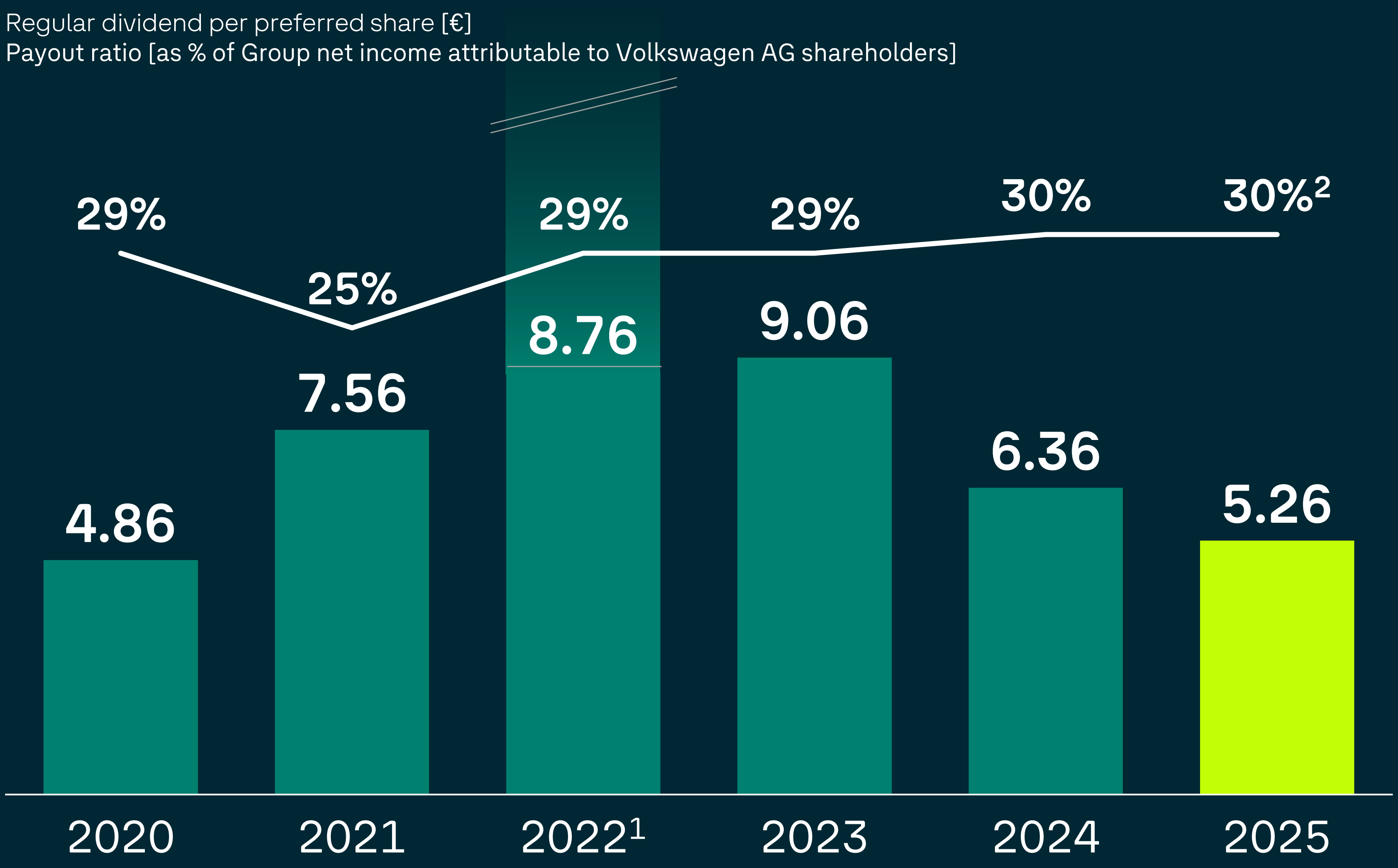

Committed to strategic target

≥30%

payout ratio on reported net income

1. For 2022 € 8.76 plus € 19.06 special dividend | 2. Underlying payout ratio, excluding dividend effect from exclusion of Porsche goodwill impairment from calculation. Reported ratio at 39%.

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1 H1 Operational Performance

2 Group Strategy

3 Group Target Picture 2030

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Ambition 2030

8-10%
Operating Margin

>60%
Cash Conversion

Commercial Vehicles ŠKODA SEAT CUPRA Audi LAMBORGHINI BENTLEY DUCATI PORSCHE Scout

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

Product Portfolio

Technology Roadmap

Production Network

Regional Growth

Portfolio Management

Operational Excellence

Leadership & Culture

Group Governance

Safeguarding **2030 financial ambition**

Product Portfolio
Targeted Group product offering

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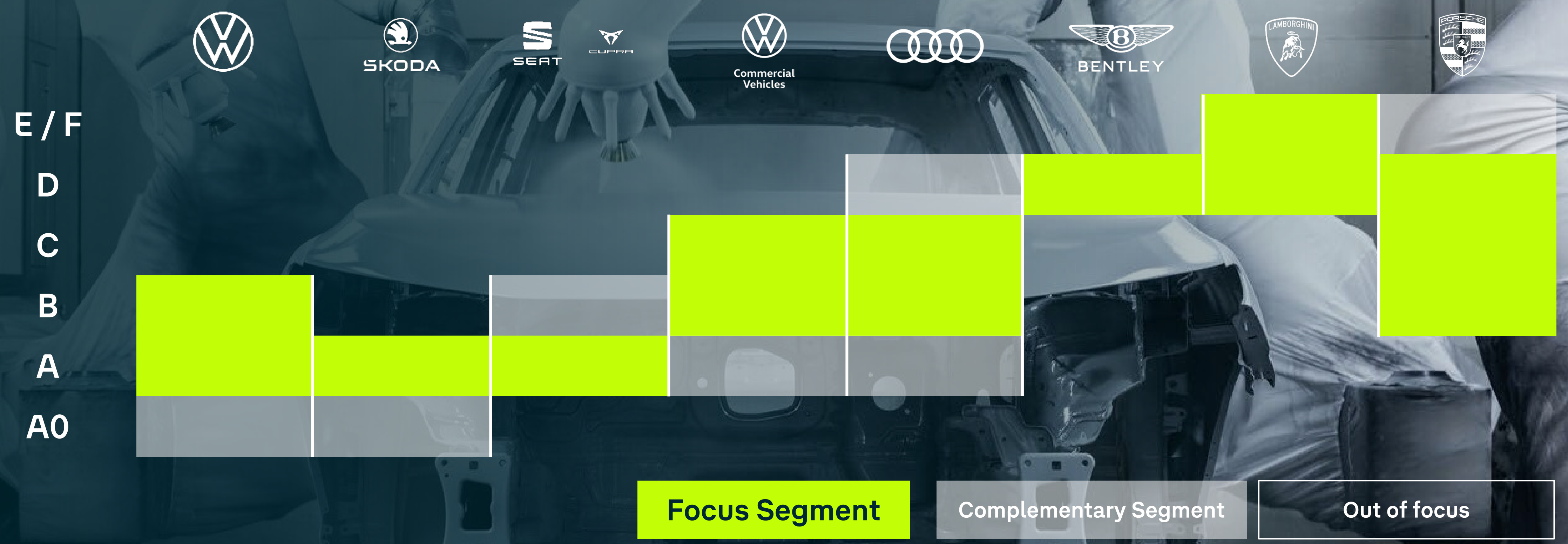
Indicative

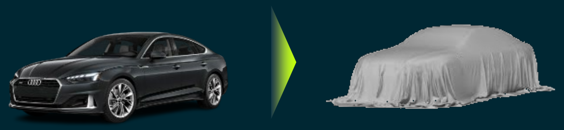


Reducing number of models **by up to 50%**

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 (VW, ŠKODA, SEAT, CUPRA, VW Commercial Vehicles)		Front Lights		-60 %
		Front Bumper		-50 %
		Seat main modules		-30 %
BGP (Audi, BENTLEY, LAMBORGHINI)		Seat (parts incl. color/material)		-90 %
		Steering wheels		-60 %
		Rims		-50 %

Production Network

Aligning global technical production capacity with market reality

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EU: -1 m units

CLOSURE
- Brussels ✓

DISPOSAL
- Osnabrueck ○
- Kaluga/RUS ✓

REPURPOSING
- Dresden ✓

CAPACITY REDUCTION
- Wolfsburg ✓
- Ingolstadt ✓
- Zwickau ✓
- Neckarsulm ✓
- Emden ✓
- Hanover ✓

12 m → 10 m → 9 m

China: -1 m units

CLOSURE
- Nanjing ✓
- Ningbo I ✓
- Urumqi ✓

CAPACITY REDUCTION
- Anting I ✓
- Changchun I ✓

EU: >0.5 m units — EXCESS CAPACITY TO BE ADDRESSED

China: >0.5 m units — EXCESS CAPACITY TO BE ADDRESSED

✓ Completed / in implementation ✓ In progress ○ Ongoing

Technology Roadmap
Becoming the Automotive Tech Company

VOLKSWAGEN GROUP

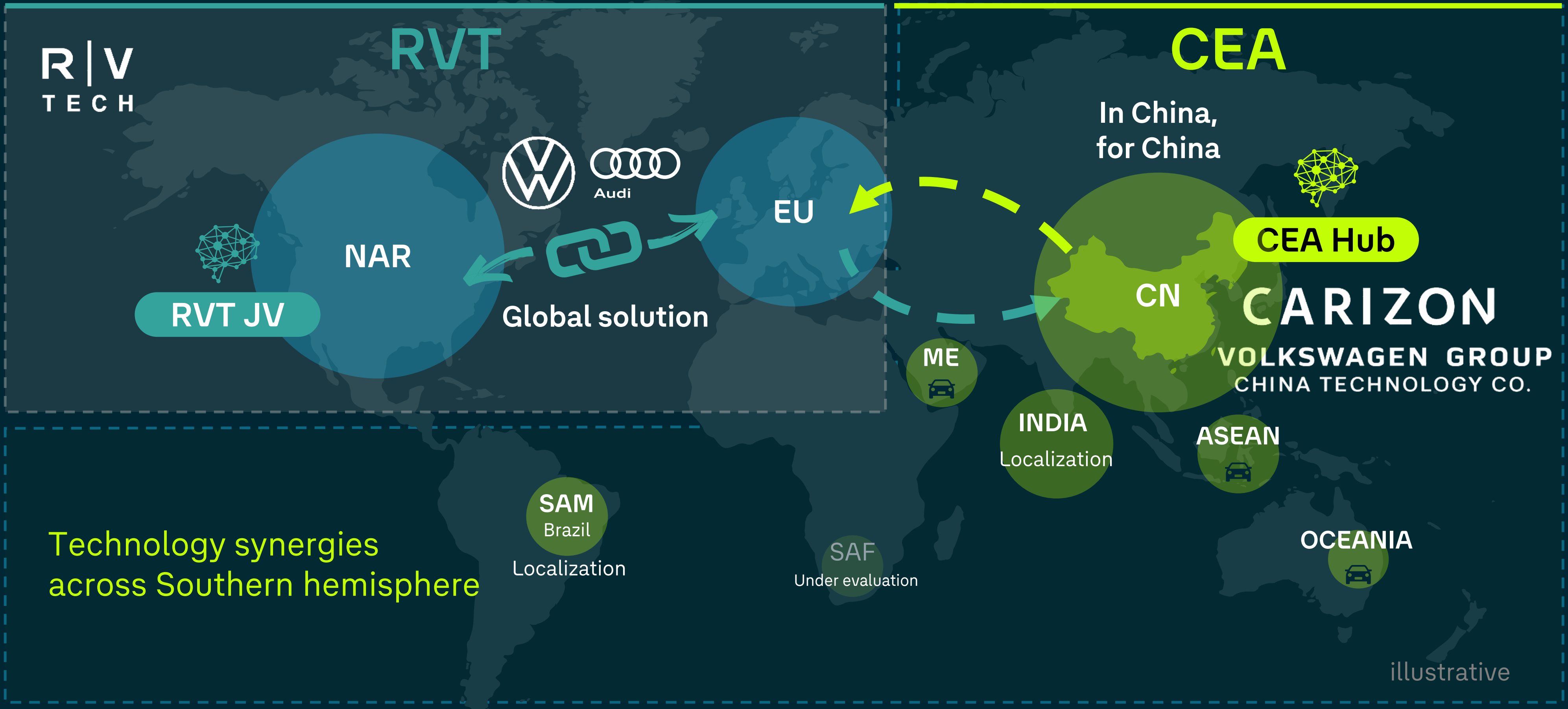
	Western Hemisphere[1]	Eastern Hemisphere[2]
E/E Architecture	RV Tech SDV	VW CEA
ADAS	Solution envisaged shortly	Carizon
Platform	SSP / phase-out ICE platforms	CMP / CSP
Infotainment	RV Tech Core	CARThunder

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

1. EU and NAR | 2 China and Global South.

Technology Roadmap
Global synergies

VOLKSWAGEN GROUP



Full vehicle competence

- Design
- Safety
- Integration
- Dynamics

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

Operational Excellence
Main levers and fields of action

VOLKSWAGEN GROUP

Research & Development	Procurement	Production
Engineering complexity	Near-/Offshoring & commercial lever	Automation
Testing effort and value depth	Supply-chain and supplier	Production efficiency
Relocation and AI enablement	Requirements and specifications	Indirect personnel and suppliers

Sales	Quality	Overhead
Pricing and sales incentives	Quality programs	Indirect Personnel
Sales and After Sales organization	Quality methods	Shared services
Marketing costs	Quality and warranty cost	Reduction of dual work

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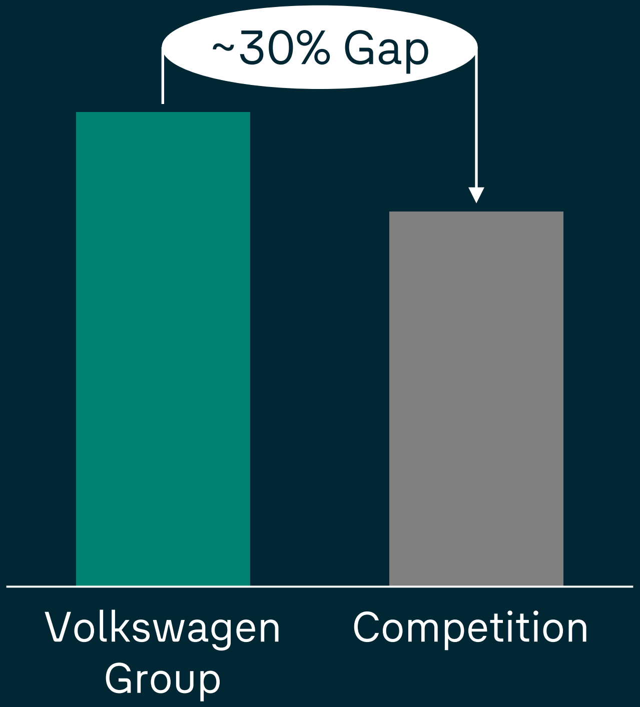
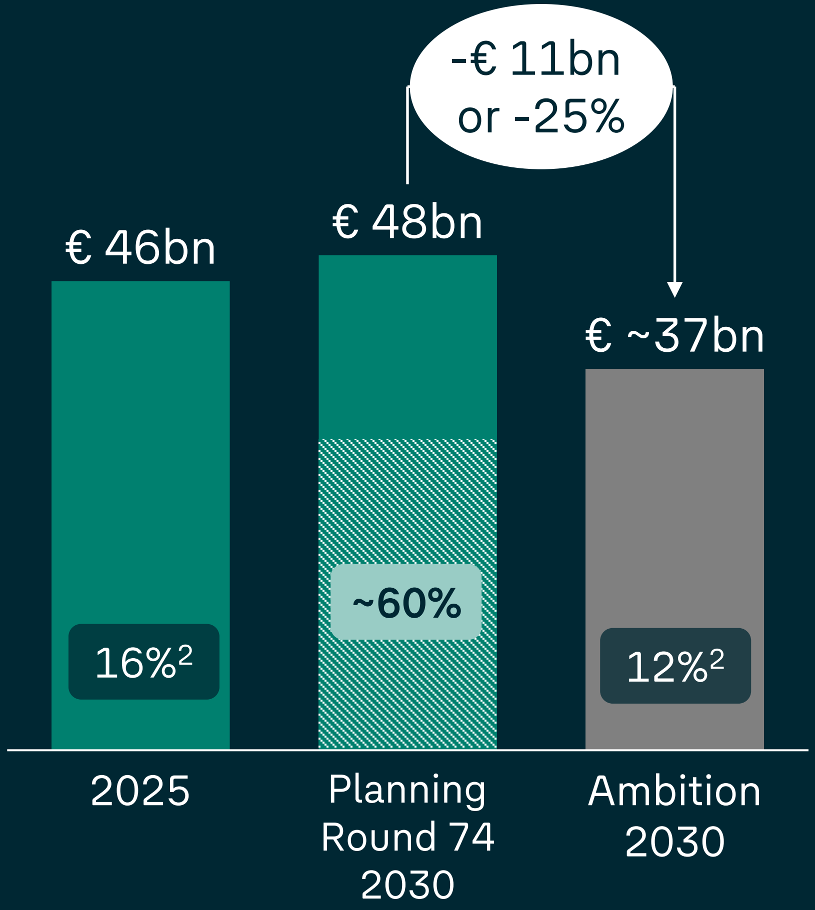
Operational Excellence
Overhead cost target derived from SG&A benchmark

SG&A[1] 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

1. S&GA as percentage of Group sales revenues. | 2. As percentage of Automotive sales revenues. Personnel cost

Growth
Unlocking additional growth potential

VOLKSWAGEN GROUP

REGIONS

- North America
- India
- Global South

MARKET

- Fleet Business
- Used Cars
- After Sales
- Insurance

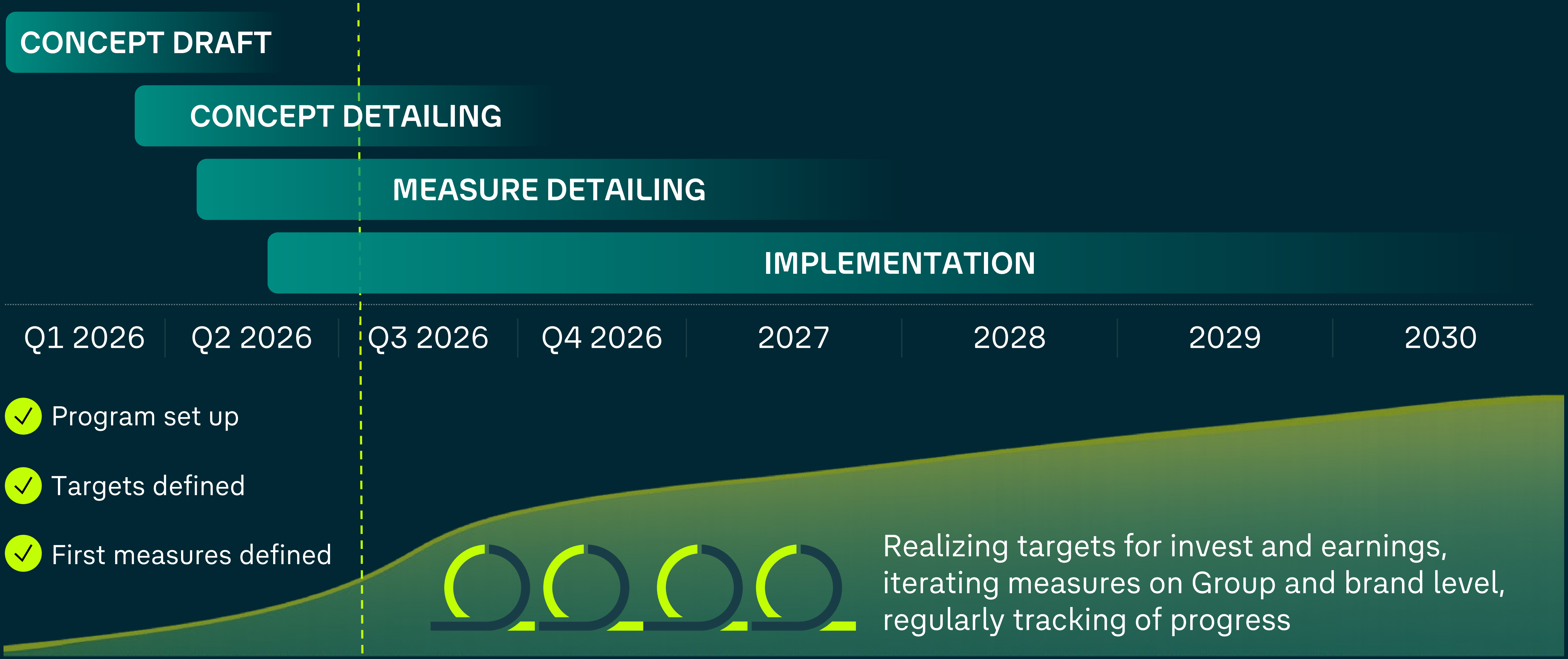
TECHNOLOGY

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

- *Defense*

Group Target Picture 2030

A marathon, not a sprint



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%

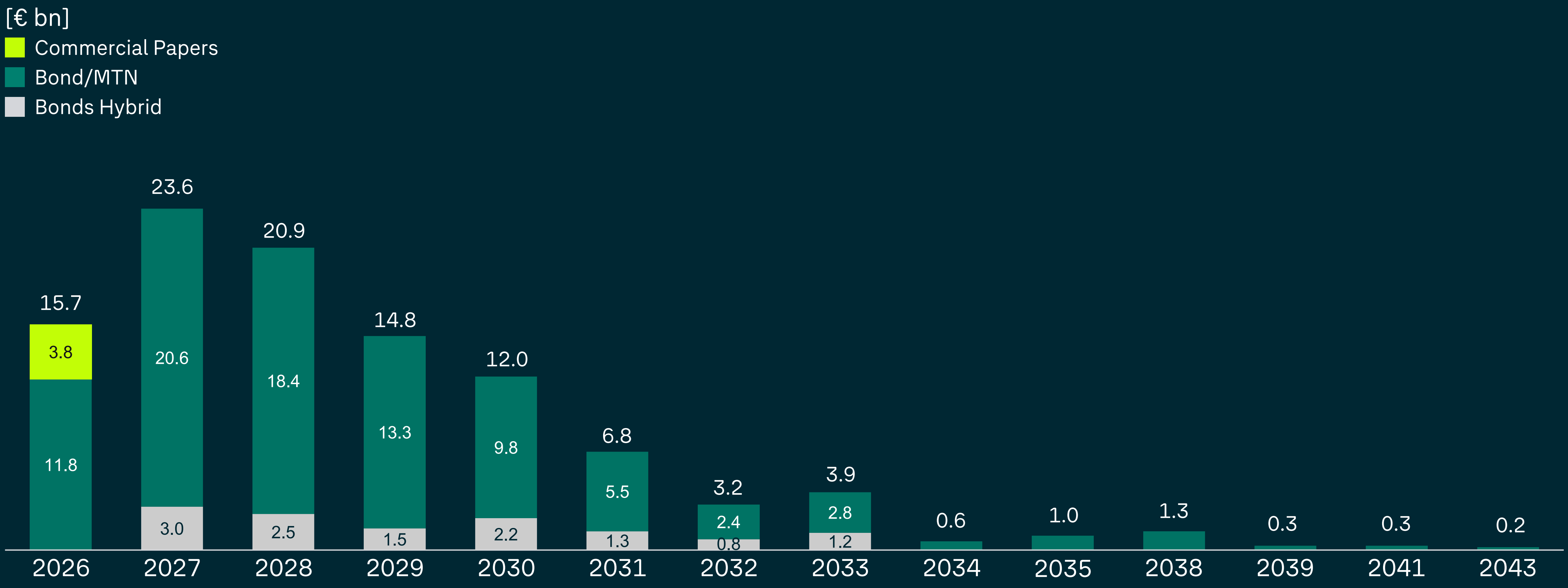
1. Excl. cost related to Porsche realignment, Porsche goodwill impairment, personnel related net restructuring expenses and cost related to diesel. Including effects from increased US tariffs.
2. R&D and Capex combined.

Group Financing

Well-balanced debt maturity profile

VOLKSWAGEN
GROUP

Volkswagen Group's Bond Maturity Profile (as of June 30, 2026)



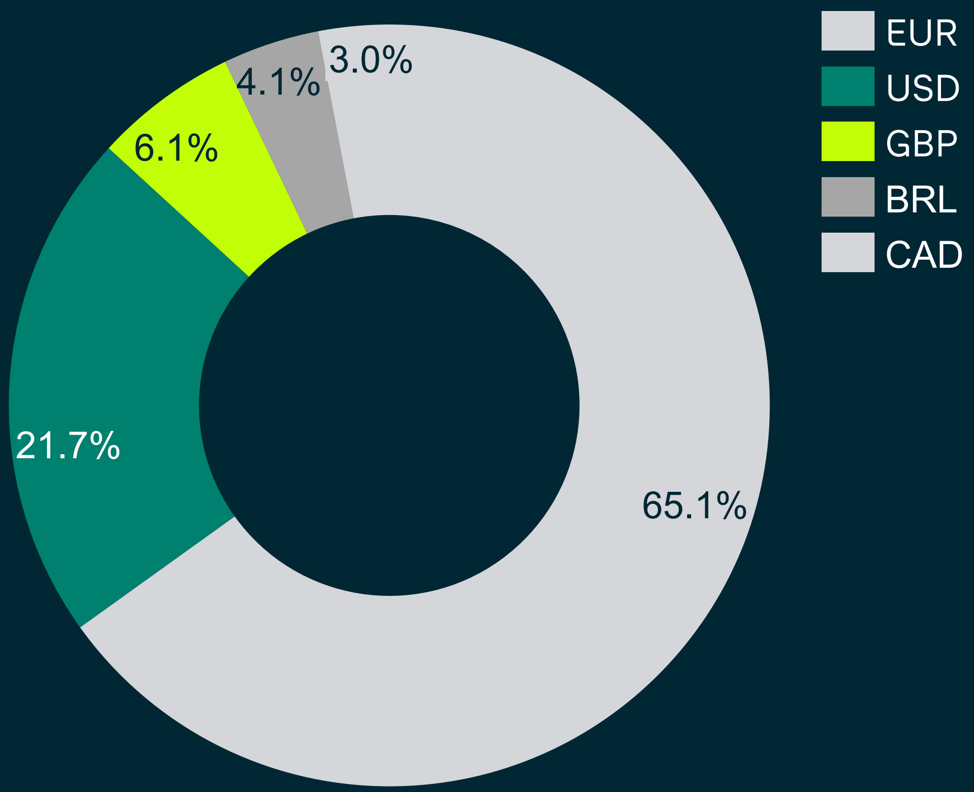
Sums may differ due to rounding effects.

Diversified mix of currencies and tenors

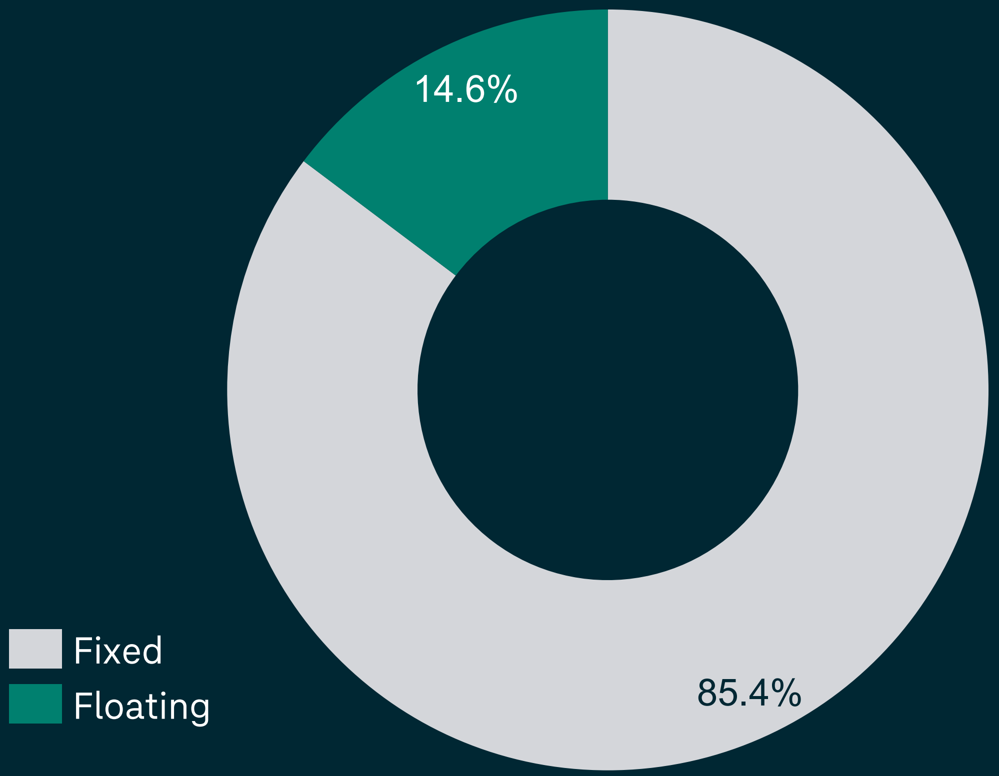
VOLKSWAGEN GROUP

Volkswagen Group's Capital Market Borrowings Diversification of Unsecured Funding (as of June 30, 2026)

Top 5 Currency Breakdown Commercial Paper and Bonds (excl. Hybrid)



Fix vs. Float Bonds (excl. Hybrid)



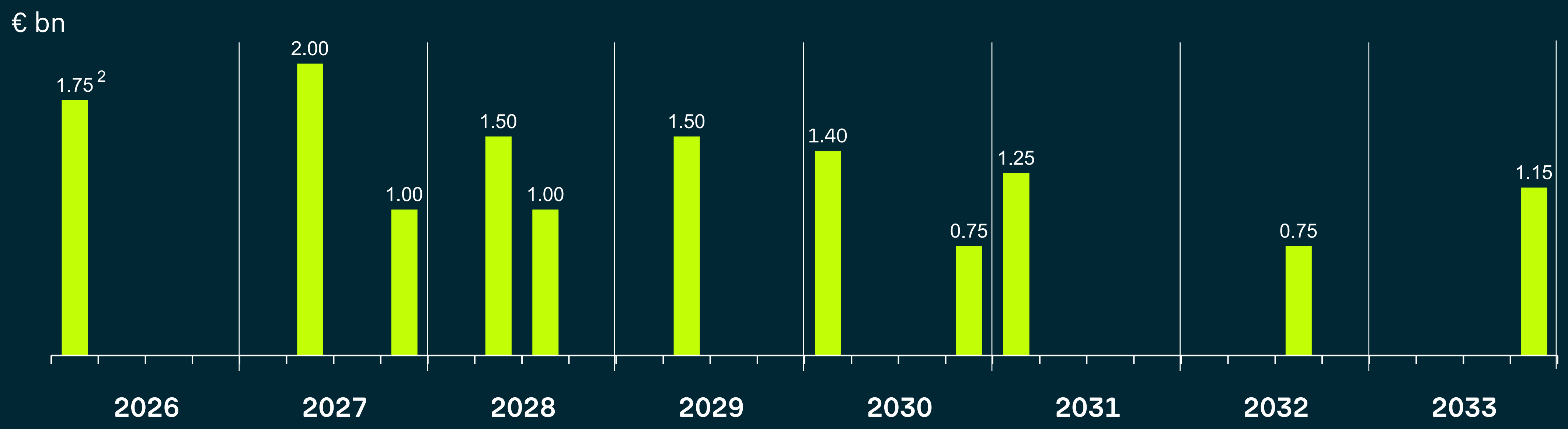
Sums may differ due to rounding effects.

Hybrid Bonds as integral part of capital structure

VOLKSWAGEN GROUP

Hybrid Capital within the Volkswagen Group[1]

- **Provides 100% IFRS equity**
- **Long-term commitment towards hybrid capital supporting Volkswagen Group's credit metrics such as Net Industrial Liquidity**
- **Well diversified maturity profile**



1. First call dates of hybrids are shown in the table as of 12/23 | 2. 2026 maturity already refinanced by hybrid issuances in May 2025.

VOLKSWAGEN GROUP

Upcoming Events

VOLKSWAGEN
GROUP

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**

H1 2026 Performance Technology Platforms

VOLKSWAGEN GROUP

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

	Software CARIAD	Battery PowerCo
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

Delta to previous year figures in brackets.

H1 2026 Performance Brand Group Trucks – TRATON[1]

Improved performance in Q2 after slow start to the year

TRATON

Scania | MAN | International | VW Truck Bus

	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

1. Commercial Vehicles. Delta to previous year figures in brackets.


VW ID. ERA 9x
VOLKSWAGEN GROUP
Up to 1600km
CLTC-rated range
800V
charging technology
AI enabled assistant
LLM-powered
LiDAR based ADAS
& OTA capability
ID.ERA 9X

Volkswagen T-Roc

VOLKSWAGEN
GROUP

Petrol mild-hybrid powertrain

48V mild-hybrid engine

85 kW/ 116 PS

Top speed → 196 km/h

220Nm at 1,498cm³

~5.5–5.7 l/100 km -> strong and efficient

475 – 1,350 l

luggage capacity

Volkswagen Tayron

Up to 195 kW
R-Line / 265 PS / > 230 km/h Top speed

Up to 400 Nm torque
strong pulling power

Full Engine Lineup
Petrol, Diesel and PHEV

885-1,900 l
luggage capacity

Cupra Raval

VOLKSWAGEN
GROUP

Up to 166 kW

up to 226PS

160 km/h

Top Speed

Up to 445km range

13.6–16.1 kWh/100 km WLTP

441 l

luggage capacity

Škoda Epiq

VOLKSWAGEN
GROUP

56 kWh
battery

Up to 435 km
combined range

160 km/h
Top speed

155 kW
DC charging / 10-80% in 24min

Up to 1,345 l
Luggage capacity

Škoda Elroq

VOLKSWAGEN
GROUP

79 kWh
battery

Up to 546 km
combined range

180 km/h
Top speed

185 kW
DC charging / 10-80% in 26min

1,580 l
Luggage capacity

Audi Q5

VOLKSWAGEN GROUP

220 kW

V6 TDI engine

299 PS

250 km/h Top speed

7.9-5.8 l/100km

fuel consumption combined

1,473 l

Luggage capacity

The AUDI E7X

VOLKSWAGEN GROUP

>700km
CLTC-rated range

900V
charging technology

Up to 465 kW
total power output

AUDI 360 with LiDAR
Driving Assist System

AI-powered AUDI Assistant
personal companion

Porsche Cayenne Electric

VOLKSWAGEN GROUP

Up to 442 & HP 325 kW
Overboost Power with Launch Control

Up to 643 km
WLTP- range

>390 kW DC at 850 V
10-80% in 16 min

3,500kg
Towed weight

Lamborghini Temerario

VOLKSWAGEN
GROUP

920 PS at 730 Nm

4l engine V8 twin turbo HPEV

0-100 km/h in 2.7 sec

Torque-vectoring front axle + rear e-motor

~343km/h

Top Speed

Volkswagen AG
Investor Relations incl. AGM, Credit & ESG

VOLKSWAGEN GROUP

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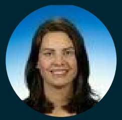

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Useful Links

VOLKSWAGEN GROUP

Volkswagen Group

Group Investor Relations Homepage

Volkswagen Group IR Presentations

Volkswagen Group Fact Book

Group Product & Tech Investor and Analyst Update 2025

China Investor Update 2026

IR Team and Contacts

Financial Calendar and Events

Sustainability Homepage

ESG Strategy

Group ESG Controversies

Media Homepage incl. Press Releases

Share Price Monitor

Brands

Volkswagen Financial Services IR Homepage

Audi IR Homepage

Porsche AG IR Homepage

TRATON IR Homepage

Volkswagen Brand Media Homepage

ŠKODA Media Homepage

Cupra Media Homepage

VW Commercial Vehicles Media Homepage

Bentley Media Homepage

Lamborghini Media Homepage

Porsche AG Media Homepage

TRATON Media Homepage

Volkswagen Group Q1

VOLKSWAGEN GROUP

	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
ŠKODA	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. I 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 I 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

VOLKSWAGEN GROUP

	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
ŠKODA	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. I 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 I 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

VOLKSWAGEN GROUP

	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
ŠKODA	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. I 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 I 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

VOLKSWAGEN GROUP

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

VOLKSWAGEN GROUP

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

VOLKSWAGEN GROUP

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
Nuvolari	11.3l/100km	7.8 kWh/100km	270 g/km	n/a
Q3	9.0 – 5.3/100 km	n/a	204 – 138 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	8.0 – 7.1 l/100km	n/a	209 – 186 g/km	n/a
Q9	8.0-7.4l/100km	n/a	209-194 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.			

Range / consumptions / emissions

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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

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