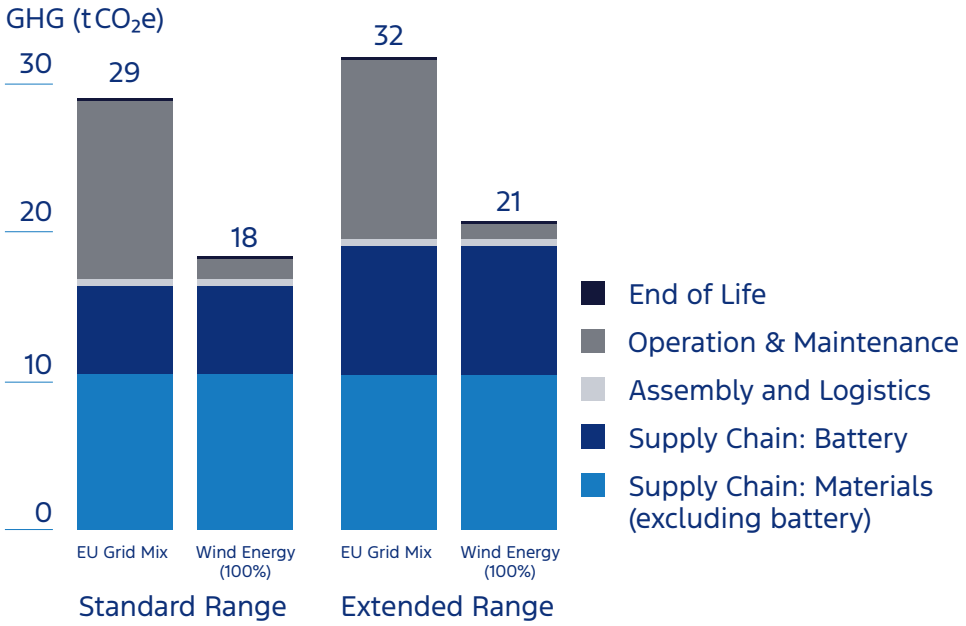
Ford Capri/Explorer Life Cycle Assessment (LCA)

We are committed to having a positive impact on people and the planet. On the way to achieving carbon neutrality no later than 2050*, we investigated the life cycle impact in terms of greenhouse gas (GHG) emissions of our vehicles in the European market. Our life cycle assessments (LCA) are following the ISO 14040 and ISO 14044 standards, was certified by TÜV Nord.

For more details on Ford's sustainability approach see On The Road to Better Helping Build a Better World - Ford Integrated Sustainability and Financial Report 2025





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Key assumptions of our life cycle assessment:

- Well-equipped vehicles with two battery sizes
- Assumed lifetime mileage of 225,000 km and a service life of 15 years
- Energy consumption of vehicle operation is based on Worldwide Harmonized Light Vehicle Test Procedure (WLTP)
- Operated with average European grid electricity or 100% wind energy

Other configurations and assumptions will lead to different results.

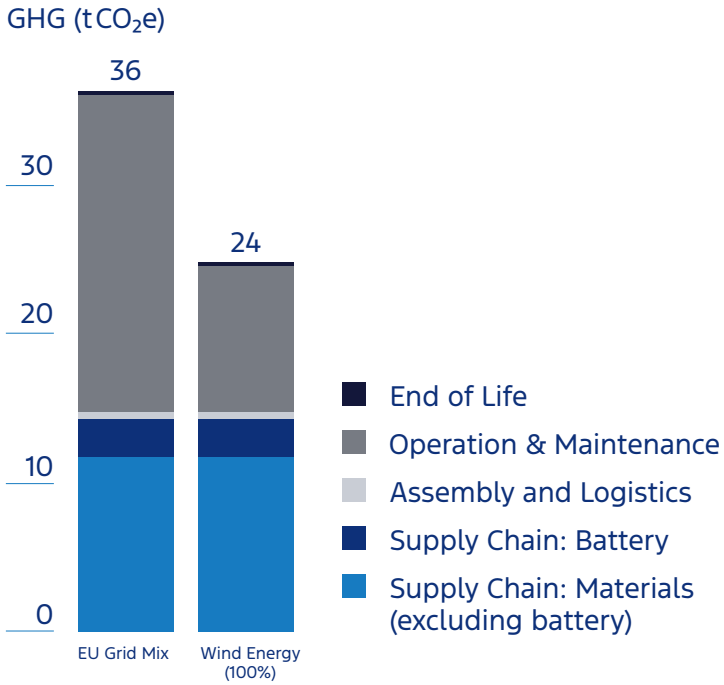
Disclaimer: In general, vehicle LCAs are currently not comparable between auto manufacturers, even if they are compliant with the same standard (ISO 14040 / ISO 14044) and certified by a third party. ISO 14040 and ISO 14044, while providing a framework for product life cycle assessments, still allow for significant differences in assumptions and calculation methods, including defining the system boundaries of what to include or exclude in the calculation. Vehicle LCA standards are currently under development by regulatory bodies.

* By 2050, some hard-to-reduce GHG emissions may remain. We intend to neutralize these emissions using carbon removals, i.e., natural or technical strategies that remove CO2 from the atmosphere and provide secure long-term storage.

Ford Kuga PHEV
Life Cycle Assessment (LCA)

We are committed to having a positive impact on people and the planet. On the way to achieving carbon neutrality no later than 2050*, we investigated the life cycle impact in terms of greenhouse gas (GHG) emissions of our vehicles in the European market. Our life cycle assessments (LCA) are following the ISO 14040 and ISO 14044 standards, was certified by TÜV Nord.

For more details on Ford's sustainability approach see
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Ford Integrated Sustainability and Financial Report 2025





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Key assumptions of our life cycle assessment:

- Fully-equipped vehicle
- Assumed lifetime mileage of 225,000 km and a service life of 15 years
- Energy consumption of vehicle operation is based on Worldwide Harmonized Light Vehicle Test Procedure (WLTP)
- Operated with average European grid electricity or 100% wind energy

Other configurations and assumptions will lead to different results.

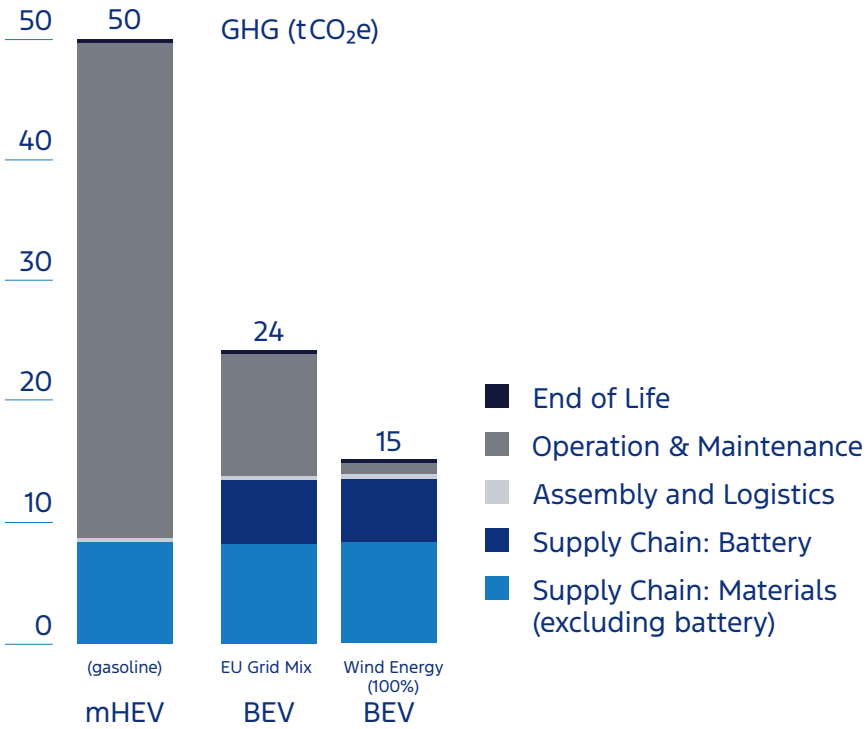
Disclaimer: In general, vehicle LCAs are currently not comparable between auto manufacturers, even if they are compliant with the same standard (ISO 14040 / ISO 14044) and certified by a third party. ISO 14040 and ISO 14044, while providing a framework for product life cycle assessments, still allow for significant differences in assumptions and calculation methods, including defining the system boundaries of what to include or exclude in the calculation. Vehicle LCA standards are currently under development by regulatory bodies.

* By 2050, some hard-to-reduce GHG emissions may remain. We intend to neutralize these emissions using carbon removals, i.e., natural or technical strategies that remove CO2 from the atmosphere and provide secure long-term storage.

Ford Puma Gen-E and Mild Hybrid (mHEV) Life Cycle Assessment (LCA)

We are committed to having a positive impact on people and the planet. On the way to achieving carbon neutrality no later than 2050*, we investigated the life cycle impact in terms of greenhouse gas (GHG) emissions of our vehicles in the European market. Our life cycle assessments (LCA) are following the ISO 14040 and ISO 14044 standards. The Gen-E model was certified by TÜV Nord.

For more details on Ford's sustainability approach see On The Road to Better Helping Build a Better World - Ford Integrated Sustainability and Financial Report 2025





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Key assumptions of our life cycle assessment:

- Fully-equipped vehicle
- Assumed lifetime mileage of 225,000 km and a service life of 15 years
- Energy consumption of vehicle operation is based on Worldwide Harmonized Light Vehicle Test Procedure (WLTP)
- BEV operated with average European grid electricity or 100% wind energy

Other configurations and assumptions will lead to different results.

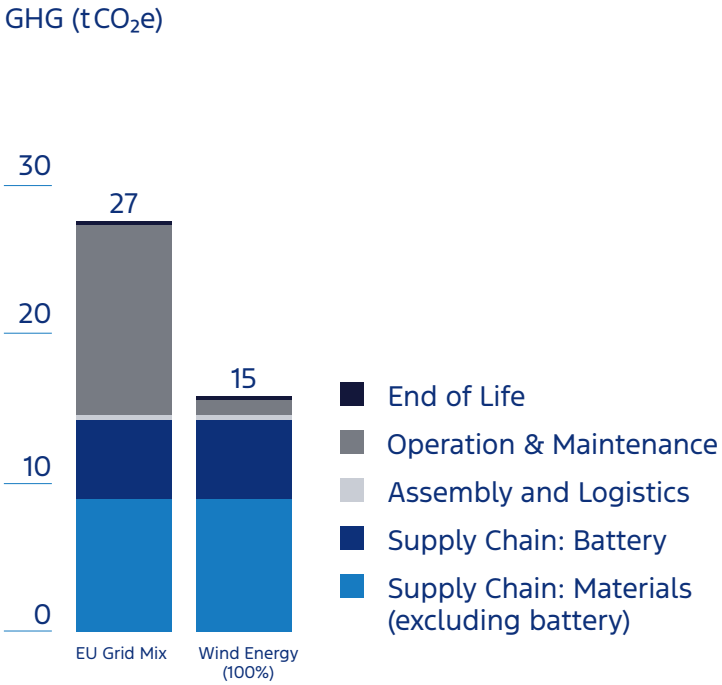
Disclaimer: The Puma Gen-E LCA has been 3rd party certified (TÜV Nord). The life cycle greenhouse gas emissions results for the Puma mHEV have been derived from the Puma Gen-E LCA. In general, vehicle LCAs are currently not comparable between auto manufacturers, even if they are compliant with the same standard (ISO 14040 / ISO 14044) and certified by a third party. ISO 14040 and ISO 14044, while providing a framework for product life cycle assessments, still allow for significant differences in assumptions and calculation methods, including defining the system boundaries of what to include or exclude in the calculation. Vehicle LCA standards are currently under development by regulatory bodies.

* By 2050, some hard-to-reduce GHG emissions may remain. We intend to neutralize these emissions using carbon removals, i.e., natural or technical strategies that remove CO2 from the atmosphere and provide secure long-term storage.

Ford E-Transit/E-Tourneo Courier Life Cycle Assessment (LCA)

We are committed to having a positive impact on people and the planet. On the way to achieving carbon neutrality no later than 2050*, we investigated the life cycle impact in terms of greenhouse gas (GHG) emissions of our vehicles in the European market. Our life cycle assessments (LCA) are following the ISO 14040 and ISO 14044 standards, was certified by TÜV Nord.

For more details on Ford's sustainability approach see On The Road to Better Helping Build a Better World - Ford Integrated Sustainability and Financial Report 2025





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Key assumptions of our life cycle assessment:

- Fully-equipped vehicle
- Assumed lifetime mileage of 225,000 km and a service life of 15 years
- Energy consumption of vehicle operation is based on Worldwide Harmonized Light Vehicle Test Procedure (WLTP)
- Operated with average European grid electricity or 100% wind energy

Other configurations and assumptions will lead to different results.

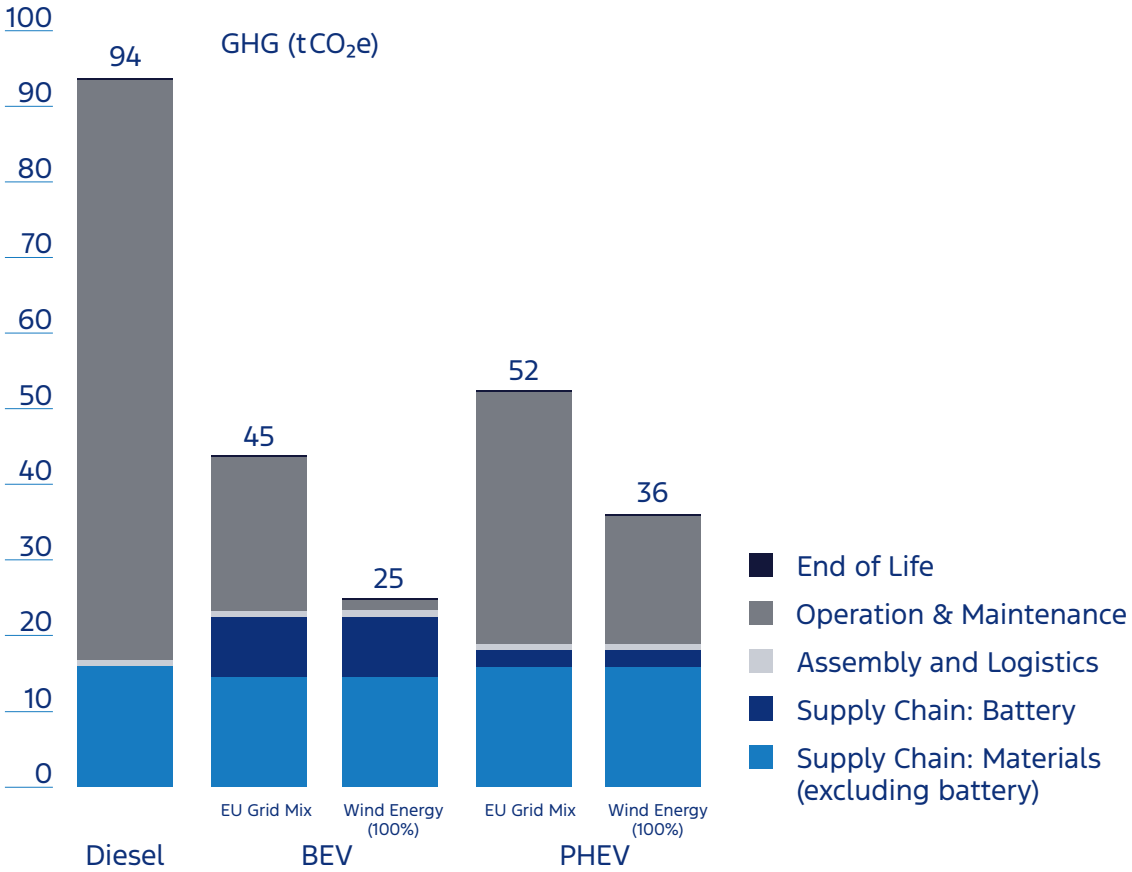
Disclaimer: In general, vehicle LCAs are currently not comparable between auto manufacturers, even if they are compliant with the same standard (ISO 14040 / ISO 14044) and certified by a third party. ISO 14040 and ISO 14044, while providing a framework for product life cycle assessments, still allow for significant differences in assumptions and calculation methods, including defining the system boundaries of what to include or exclude in the calculation. Vehicle LCA standards are currently under development by regulatory bodies.

* By 2050, some hard-to-reduce GHG emissions may remain. We intend to neutralize these emissions using carbon removals, i.e., natural or technical strategies that remove CO2 from the atmosphere and provide secure long-term storage.

Ford Transit/Tourneo Custom BEV, PHEV and Diesel Life Cycle Assessment (LCA)

We are committed to having a positive impact on people and the planet. On the way to achieving carbon neutrality no later than 2050*, we investigated the life cycle impact in terms of greenhouse gas (GHG) emissions of our vehicles in the European market. Our life cycle assessments (LCA) are following the ISO 14040 and ISO 14044 standards, was certified by TÜV Nord.

For more details on Ford's sustainability approach see
On The Road to Better Helping Build a Better World -
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Key assumptions of our life cycle assessment:

- Fully-equipped vehicle
- Assumed lifetime mileage of 240,000 km
- Energy consumption of vehicle operation is based on Worldwide Harmonized Light Vehicle Test Procedure (WLTP)
- BEV and PHEV operated with average European grid electricity or 100% wind energy

Other configurations and assumptions will lead to different results.

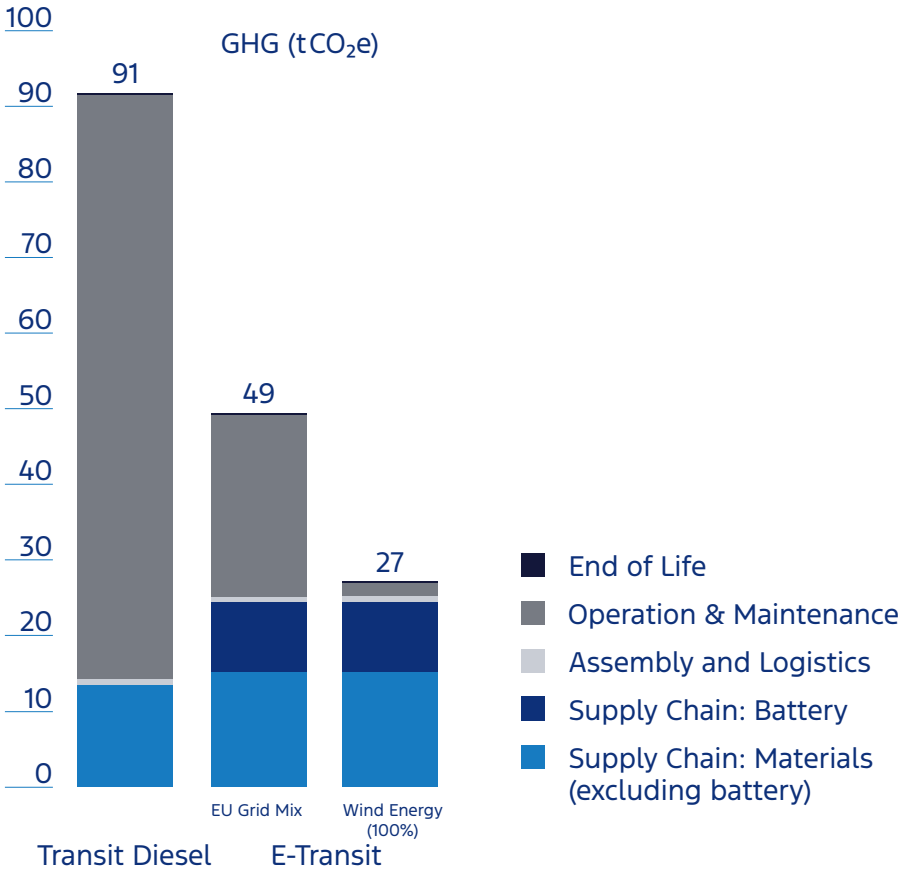
Disclaimer: In general, vehicle LCAs are currently not comparable between auto manufacturers, even if they are compliant with the same standard (ISO 14040 / ISO 14044) and certified by a third party. ISO 14040 and ISO 14044, while providing a framework for product life cycle assessments, still allow for significant differences in assumptions and calculation methods, including defining the system boundaries of what to include or exclude in the calculation. Vehicle LCA standards are currently under development by regulatory bodies.

* By 2050, some hard-to-reduce GHG emissions may remain. We intend to neutralize these emissions using carbon removals, i.e., natural or technical strategies that remove CO2 from the atmosphere and provide secure long-term storage.

Ford E-Transit and Transit Diesel Life Cycle Assessment (LCA)

We are committed to having a positive impact on people and the planet. On the way to achieving carbon neutrality no later than 2050*, we investigated the life cycle impact in terms of greenhouse gas (GHG) emissions of our vehicles in the European market. Our life cycle assessments (LCA) are following the ISO 14040 and ISO 14044 standards, was certified by TÜV Nord.

For more details on Ford's sustainability approach see On The Road to Better Helping Build a Better World - Ford Integrated Sustainability and Financial Report 2025





TÜVNORD

Key assumptions of our life cycle assessment:

- Fully-equipped vehicle
- Assumed lifetime mileage of 240,000 km
- Energy consumption of vehicle operation is based on Worldwide Harmonized Light Vehicle Test Procedure (WLTP)
- BEV operated with average European grid electricity or 100% wind energy

Other configurations and assumptions will lead to different results.

Disclaimer: In general, vehicle LCAs are currently not comparable between auto manufacturers, even if they are compliant with the same standard (ISO 14040 / ISO 14044) and certified by a third party. ISO 14040 and ISO 14044, while providing a framework for product life cycle assessments, still allow for significant differences in assumptions and calculation methods, including defining the system boundaries of what to include or exclude in the calculation. Vehicle LCA standards are currently under development by regulatory bodies.

* By 2050, some hard-to-reduce GHG emissions may remain. We intend to neutralize these emissions using carbon removals, i.e., natural or technical strategies that remove CO2 from the atmosphere and provide secure long-term storage.