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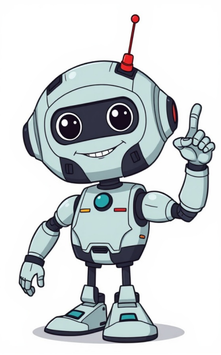

14 models of 14 models showNHere by your side for the journey ahead, for every up and down. When you need a hand, count on us for all kinds of answers in our Help Center, easy vehicle Quick Start Guides, video tutorials to get you going in your new Volkswagen, the latest app and software updates, and more. From Whats that noise? to How does that work?, were here to help.German multinational automotive manufacturing corporationThis article is about the German multinational automotive group. For the flagship marque of this company, see Volkswagen.Volkswagen AGHeadquarters in Wolfsburg, GermanyCompany typePublicTraded asFWB:VOW, FWB:VOW3DAX componentIndustryManufacturingFounded28May 1937; 88 years ago(1937-05-28), in Berlin, GermanyFounderGerman Labour FrontHeadquartersWolfsburg, Lower Saxony, GermanyNumber of locations100 production facilities across 27 countriesAreaservedWorldwideKey peopleHans Dieter Pötsch (chairman of the supervisory board)[1]Oliver Blume (chairman of the board of management)[2][3]ProductsAutomobiles, commercial vehicles, internal combustion engines, motorcycles, turbomachineryProduction output8,030,000 (2024)[4]BrandsAutomotive:[5]AudiBentleyBugattiCupraDucatiJettaLamborghiniPorscheSoutiSEATŠkodaVolkswagen CarsCommercial:[5]BusInternational MotorsMAN Truck & BusScaniaVW Commercial VehiclesVW Truck & BusDesign:Italdesign GiugiaroServicesBanking, financing, fleet management, insurance, leasing[6]Revenue 324.656billion (2024)[7]Operating income 19.060billion (2024)[7]Net income 12.394billion (2024)[7]Total equity 652.905billion (2024)[7]Total assets 1.066trillion (2024)[7]OwnersPorsche SE: 31.9% of equity, 53.3% of votes (as of 31December2024[update])[8]Number of employees 682,724 employees (average during 2024)[4]SubsidiariesTransportation:[5]Traton (89.7%)Porsche Holdings: 100.0% of equity, 100.0% of votes (as of 31December2024[update])[8]Number of employees 682,724 employees (average during 2024)[4]Subsidiaries:Lamborghini Financial Services:Lamborghini Financial Services (100%)Volkswagen MarineFinancial services:Financial Services AGVolkswagen Leasing GmbHPorsche Financial Services Volkswagen ImmobilienLogistics:Volkswagen Logistics GmbH Volkswagen Group SupplyVolkswagen Air ServiceIndustrial:Volkswagen Industrial MotorInternational:Volkswagen Group ChinaVolkswagen Group JapanVolkswagen Group IndiaVolkswagen Group of AmericaVolkswagen ArgentinaVolkswagen AustraliaVolkswagen Group CanadaVolkswagen Group MalaysiaVolkswagen de MxicoVolkswagen do BrasilVolkswagen Group IrelandVolkswagen Group ItaliaVolkswagen of South AfricaVolkswagen Group TaiwanVolkswagen Group United Kingdom AudiWebsitevolkswagen-group.comVolkswagen AG,[a] or Volkswagen Group, is a German multinational conglomerate automotive manufacturer headquartered in Wolfsburg, Lower Saxony, Germany. Since the late 2000s, it has been a publicly traded family business owned by Porsche SE, which in turn is half-owned but fully controlled by the Austrian-German Porsche and Piëch family.[9][10] The company also offers related services, including financing, leasing, and fleet management. In 2024, it was the world's second-largest automaker by sales. It has maintained the largest market share in Europe for over two decades.[11] It ranked 11th in the 2024 Fortune Global 500 list of the world's largest companies.[12] In 2024, Volkswagen Group was the largest company in the European Union and the largest car manufacturer in the world by revenue.[13]The Volkswagen Group sells passenger cars under the Audi, Bentley, Cupra, Jetta, Lamborghini, Porsche, SEAT, Škoda and Volkswagen brands, motorcycles under the Ducati name, light commercial vehicles under the Volkswagen Commercial Vehicles brand, and heavy commercial vehicles via the marques of the listed subsidiaries Traton (International Motors, MAN, Scania and Volkswagen Truck & Bus).[14] Software and technsack under CARIAD. It is divided into two primary divisions: the Automotive Division and the Financial Services Division. As of 2008, it had about 342 subsidiary companies.[15] Volkswagen also has three joint ventures in China, FAW-Volkswagen, SAIC Volkswagen and Volkswagen Anhui. The company operations in roughly 150 countries, and it has 100 production facilities across 27 countries.Volkswagen was founded in Berlin in 1937 and incorporated in Wolfsburg to manufacture the car that would become known as the Beetle. The company's production grew rapidly in the 1950s and 1960s. In 1965, it acquired Auto Union, which subsequently produced the first postwar Audi models. Volkswagen launched a new generation of front-wheel drive vehicles in the 1970s, including the Passat, Polo and Golf; the latter became its bestseller. Volkswagen acquired a controlling stake in SEAT in 1986, making it the first non-German marque of the company, and acquired control of Škoda in 1994, of Bentley, Lamborghini, and Bugatti in 1998, Scania in 2008 and of Ducati, MAN, and Porsche in 2012. The company's operations in China have grown rapidly in the 2020s.[16]In 2015, Volkswagen was discovered to have used defeat devices to deceive environmental regulators about how much NOx its cars were emitting. The company was fined billions of dollars.Volkswagen AktiengesellschaftIt is a public company and has a primary listing on the Frankfurt Stock Exchange, where it is a constituent of the Euro Stoxx 50 stock market index, and secondary listings on the Luxembourg Stock Exchange and SIX Swiss Exchange. It has been traded in the United States via American depositary receipts since 1988, currently on the OTC Marketplace. Volkswagen delisted from the London Stock Exchange in 2013.[17][18] The government of Lower Saxony holds 12.7% of the company's shares, granting it, by law, 20% of the voting rights.[19]26 May 1938: Laying the foundation stone of the first Volkswagen plant by Adolf Hitler: In the front right is Ferdinand Porsche.Volkswagen (meaning 'People's car' in German) was founded in Berlin as the Gesellschaft zur Vorbereitung des Deutschen Volkswagens mbH ("Limited Liability Company for the preparation of the German People's Car', abbreviated to German Labour Front and incorporated in the Stadt des KdF-Wagens bei Fallersleben ("City of the Strength Through Joy car at Fallersleben) on 28 May 1937.[20][21] The purpose of the company was to manufacture the Volkswagen car, originally referred to as the Porsche Type 60, then the Volkswagen Type 1, and commonly called the Volkswagen Beetle.[23] This vehicle was designed by Ferdinand Porsche's consulting firm, and the company was backed by the support of Adolf Hitler.[24] On 16 September 1938, Gezuvor was renamed Volkswagenwerk GmbH ("Volkswagen Factory GmbH").[20]Shortly after the factory at Fallersleben was completed World War II started, and the plant primarily manufactured the military Kbelwagen (Porsche Type 82) and the related amphibious Schwimmwagen (Type 166), both of which were derived from the Volkswagen. Only a small number of Type 60 Volkswagens were made during this time. The Fallersleben plant also manufactured the V-1 flying bomb, making the plant a major bombing target for the Allied forces.Slave labour was utilised in the Volkswagen plant, e.g. from Arbeitsdorf concentration camp. The company would admit in 1998 that it used 15,000 slaves during the war effort. German historians estimated that 80% of Volkswagen's wartime workforce was slave labour.[25] Many of the slaves were reported to have been supplied from the concentration camps upon request from plant managers. A lawsuit was filed in 1998 by survivors for restitution and forced labour.[26]Volkswagen would set up a voluntary restitution fund.[27] 1951 Volkswagen Beetle After the war in Europe, in June 1945, Major Ivan Hirst,[23] of the British Royal Electrical and Mechanical Engineers (REME), took control of the bombshattered factory.[28] Although the capacity of the plant tooling was estimated at 1,000 vehicles, according to Hirst, the British car manufacturers were unavailable to provide any requirements. A British order for 20 vehicles does not meet the fundamental technical requirement of a motor car. It is quite unattractive, not to be considered by any completely economic standards, and I would not recommend it for the average motorist. To build the car commercially would be a completely economic venture, I do not see that the fundamental technical requirement of a motor car. It is quite unattractive, not to be considered by any completely economic standards, and I would not recommend it for the average motorist. To build the car commercially would be a completely economic venture, I do not see that the fundamental technical requirement of a motor car. It is quite unattractive, not to be considered by any completely economic standards, and I would not recommend it for the average motorist. To build the car commercially would be a completely economic venture,"[28] In 1948, the Ford Motor Company of USA was offered Volkswagen, but Ernest Breech, a Ford executive vice president, said he did not think either the plant or the car was "worth a damn."[29] Breech later said that he would have considered merging Ford of Germany and Volkswagen, but after the war, ownership of the company was in such dispute that nobody could possibly hope to be able to take it over. As part of the Industrial plans for Germany, large parts of German industry, including Volkswagen, were to be dismantled. Total German car production was set at a maximum of 10% of the 1936 car production numbers. Until the British Parliament and 1948 the British government handed the company back over to the German state, and it was managed by former Opel chief Heinrich Nordhoff.The Audi F103, in production from 1965 to 1972Production of the Type 60 Volkswagen (re-designated Type 1 in 1949) ceased in 1953, with 1,785,000 produced. Production of the Type 2 Volkswagen Transporter (Type 2 in 1950, the Volkswagen Kombi in 1952, the Volkswagen Type 2 in 1968, and the Volkswagen Type 2 in 1979) began in 1950, upon the delivery of parts for 10 Transporters from the German Federal government's stake in the company (the German stock market listed Volkswagenwerk Aktiengesellschaft (Volkswagen AG).On 1 January 1965, Volkswagenwerk acquired Auto Union GmbH from its parent company Daimler-Benz. The new subsidiary were to produce the first post-war Audi models, the Audi F103 series, shortly afterwards.[31]Another German manufacturer, NSU Motorenwerke AG, was merged into Auto Union on 26 August 1969, creating a new company, Audi NSU Auto Union AG (later renamed AUDI AG in 1985).[31]A Volkswagen Golf Mk1 - the Golf is the third-bestselling car of all time, selling over 30 million up to 2013.From the late 1970s to 1992, the acquisition of the group's activities was made through the signing of a joint-venture partnership agreement with Škoda automobilov a.s. of Czechoslovakia, accompanied with the acquisition of a 31% stake in the company. Volkswagen gradually increased its share in Škoda to 70% by 1991 and 100% by 2000. Volkswagen also began the acquisition of Seat in 1986, acquiring 51% of the company by 1990 and the remaining 49% by 1993. Volkswagen also began the acquisition of Rolls-Royce and Bentley in 1998, but sold Rolls-Royce and the Bentley name to BMW in 2003, keeping the Bentley factory in Crewe and the Bentley design and engineering operations in Pyms Lane, Crewe. Volkswagen also acquired the Italian sports car manufacturer Lamborghini in 1998, and Bugatti in 2005. Volkswagen also acquired Rolls-Royce Motor Cars in 2003, but sold it