

JLR VOLUMES DOWN IN CHALLENGING QUARTER

- Wholesales in Q2 FY26 were 66,165 units, down 24.2% vs. Q2 FY25
- Retail sales in Q2 FY26 were 85,495 units, down 17.1% vs. Q2 FY25
- Volumes have been impacted since the start of September by the recent cyber incident, with production stoppages impacting wholesales
- As expected, the planned wind down of legacy Jaguar models and incremental US tariffs continued to impact volumes throughout the quarter
- Range Rover, Range Rover Sport and Defender model mix was 76.7% of total wholesale volumes in Q2 FY26, down from 77.2% in prior quarter and up from 67.0% year-on-year

Gaydon, UK, 07 October 2025 – JLR today reports its wholesale and retail sales for the second quarter of FY26 (three-months to 30 September 2025). Volumes reduced during a challenging quarter, reflecting production stoppages since the start of September resulting from the cyber incident, the planned wind down of legacy Jaguar models ahead of the launch of new Jaguar and incremental US tariffs impacting JLR's US exports.

Wholesale volumes for the second quarter were 66,165 units (excluding the Chery Jaguar Land Rover China JV ('CJLR')), down 24.2% year-on-year and down 24.2% compared to Q1 FY26. The overall mix of Range Rover, Range Rover Sport and Defender models was 76.7% of total wholesale volumes in Q2 FY26, down from 77.2% in the prior quarter and up from 67.0% year-on-year, reflecting the prioritisation of JLR's most profitable models.

Retail sales for the second quarter of 85,495 units (including CJLR) were down 17.1% year-on-year and down 8.7% compared to Q1 FY26. Compared to the prior year, retail volumes for the second quarter were down in all markets, comprising the UK (-32.3%), North America (-9.0%), Europe (-12.1%), China (-22.5%), MENA¹ (-15.8%) and Overseas (-4.1%). The UK was particularly impacted by the planned wind down of legacy Jaguar models and the cyber incident in September, while a reduction in domestically produced vehicle sales from CJLR in China was partially offset by an increase in imported vehicle sales.

Adrian Mardell, CEO at JLR, said: "It has been a challenging quarter for JLR. In the first two months our performance was robust and in line with our expectations, against the backdrop of the planned wind down of legacy Jaguar models and the impact of incremental US tariffs.

"From the start of September, we have been responding to a cyber incident, which shut down our production. Since then, we have worked with retailers to prioritise the delivery of our world class vehicles to our clients.

"This morning we announced the phased restart of JLR's manufacturing operations following the cyber incident. From tomorrow, we will welcome back our colleagues at our engine production plant in Wolverhampton, shortly followed by our colleagues making our world-class cars at Nitra and Solihull.

“I would like to thank our customers, suppliers, colleagues and retailers for their commitment, hard work and endeavour in recent weeks to bring us to this moment. We know there is much more to do but our recovery is firmly underway.”

JLR will report its full financial results for Q2 FY26 in November 2025.

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Additional volume detail is available on the Investor Relations pages of the JLR website (<https://www.jaguarlandrover.com/investor-relations>).

¹ MENA now reported as separate market from FY26 (previously included within Overseas)

Additional detail on JLR’s manufacturing restart is available on the JLR website (<https://media.jaguarlandrover.com/news/2025/10/jlr-restarts-manufacturing-and-introduces-new-financing-solution-pay-jlr-suppliers>)

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Notes to Editors

About JLR

JLR's *Reimagine strategy* aims to deliver a sustainability-rich vision of modern luxury by design. We are transforming our business with the aim to become carbon net zero across our supply chain, products, and operations by 2039.

Electrification is central to our strategy and before the end of the decade our brands will each have a pure electric model, while Jaguar will be entirely electric.

The flexibility of our world-leading powertrain technologies means we can continue to offer hybrid and ICE vehicles in our ranges as we begin to roll out full BEV options, to match demand in the global transition to electric.

At heart we are a British company, with two design and engineering sites, two vehicle manufacturing facilities, a components and finishing facility, an electric propulsion manufacturing centre, and a battery assembly centre in the UK. We also have vehicle plants in China (joint venture), Slovakia, India, and Brazil, as well as seven technology hubs across the globe.

JLR is a wholly owned subsidiary of Tata Motors Limited, part of Tata Sons.