

UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, DC 20549

FORM 10-Q

☒ Quarterly report pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934  
For the quarterly period ended March 31, 2023

or

☐ Transition report pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934  
For the transition period from \_\_\_\_\_ to \_\_\_\_\_  
Commission file number 1-3950

**Ford Motor Company**

(Exact name of Registrant as specified in its charter)

**Delaware**  
(State of incorporation)

**38-0549190**  
(I.R.S. Employer Identification No.)

**One American Road**  
**Dearborn, Michigan**  
(Address of principal executive offices)

**48126**  
(Zip code)

**313-322-3000**  
(Registrant's telephone number, including area code)

**Securities registered pursuant to Section 12(b) of the Act:**

Title of each class	Trading symbols	Name of each exchange on which registered
Common Stock, par value \$.01 per share	F	New York Stock Exchange
6.200% Notes due June 1, 2059	FPRB	New York Stock Exchange
6.000% Notes due December 1, 2059	FPRC	New York Stock Exchange
6.500% Notes due August 15, 2062	FPRD	New York Stock Exchange

Indicate by check mark if the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. Yes ☒ No ☐

Indicate by check mark whether the registrant has submitted electronically every Interactive Data File required to be submitted pursuant to Rule 405 of Regulation S-T (§232.405 of this chapter) during the preceding 12 months (or for such shorter period that the registrant was required to submit such files). Yes ☒ No ☐

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, a smaller reporting company, or an emerging growth company. See definitions of "large accelerated filer," "accelerated filer," "smaller reporting company," and "emerging growth company" in Rule 12b-2 of the Exchange Act.

Large Accelerated Filer ☒ Accelerated filer ☐ Non-accelerated filer ☐ Smaller reporting company ☐  
Emerging growth company ☐

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. ☐

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Exchange Act).  
Yes ☐ No ☒

As of April 28, 2023, Ford had outstanding 3,929,918,250 shares of Common Stock and 70,852,076 shares of Class B Stock.

Exhibit Index begins on page [65](#)

**FORD MOTOR COMPANY**  
**QUARTERLY REPORT ON FORM 10-Q**  
**For the Quarter Ended March 31, 2023**

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**PART I. FINANCIAL INFORMATION**

**ITEM 1. Financial Statements.**

**FORD MOTOR COMPANY AND SUBSIDIARIES  
CONSOLIDATED STATEMENTS OF CASH FLOWS  
(in millions)**

	For the periods ended March 31,	
	2022	2023
	First Quarter (unaudited)	
<b>Cash flows from operating activities</b>		
Net income/(loss)	\$ (3,119)	\$ 1,663
Depreciation and tooling amortization	1,857	1,897
Other amortization	(310)	(272)
Provision for/(Benefit from) credit and insurance losses	(66)	83
Pension and other postretirement employee benefits ("OPEB") expense/(income) (Note 13)	(213)	303
Equity method investment dividends received in excess of (earnings)/losses and impairments	199	(7)
Foreign currency adjustments	32	(94)
Net realized and unrealized (gains)/losses on cash equivalents, marketable securities, and other investments (Note 4)	5,454	51
Net (gain)/loss on changes in investments in affiliates (Note 4)	125	(4)
Stock compensation	67	100
Provision for/(Benefit from) deferred income taxes	(1,053)	17
Decrease/(Increase) in finance receivables (wholesale and other)	(2,192)	(656)
Decrease/(Increase) in accounts receivable and other assets	(956)	(732)
Decrease/(Increase) in inventory	(2,755)	(1,967)
Increase/(Decrease) in accounts payable and accrued and other liabilities	1,714	2,323
Other	132	95
Net cash provided by/(used in) operating activities	(1,084)	2,800
<b>Cash flows from investing activities</b>		
Capital spending	(1,370)	(1,780)
Acquisitions of finance receivables and operating leases	(10,278)	(12,543)
Collections of finance receivables and operating leases	11,988	11,170
Purchases of marketable securities and other investments	(4,319)	(2,545)
Sales and maturities of marketable securities and other investments	7,115	4,413
Settlements of derivatives	212	(41)
Capital contributions to equity method investments	(25)	(699)
Other	(8)	48
Net cash provided by/(used in) investing activities	3,315	(1,977)
<b>Cash flows from financing activities</b>		
Cash payments for dividends and dividend equivalents	(405)	(3,193)
Purchases of common stock	—	—
Net changes in short-term debt	(614)	(2,211)
Proceeds from issuance of long-term debt	12,489	13,912
Payments of long-term debt	(12,975)	(12,242)
Other	(156)	(140)
Net cash provided by/(used in) financing activities	(1,661)	(3,874)
Effect of exchange rate changes on cash, cash equivalents, and restricted cash	(24)	70
<b>Net increase/(decrease) in cash, cash equivalents, and restricted cash</b>	<b>\$ 546</b>	<b>\$ (2,981)</b>
<b>Cash, cash equivalents, and restricted cash at beginning of period (Note 7)</b>	<b>\$ 20,737</b>	<b>\$ 25,340</b>
Net increase/(decrease) in cash, cash equivalents, and restricted cash	546	(2,981)
<b>Cash, cash equivalents, and restricted cash at end of period (Note 7)</b>	<b>\$ 21,283</b>	<b>\$ 22,359</b>

The accompanying notes are part of the consolidated financial statements.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**CONSOLIDATED INCOME STATEMENTS**  
(in millions, except per share amounts)

	For the periods ended March 31,	
	2022	2023
	First Quarter	
	(unaudited)	
<b>Revenues</b>		
Company excluding Ford Credit	\$ 32,195	\$ 39,085
Ford Credit	2,281	2,389
Total revenues (Note 3)	34,476	41,474
<b>Costs and expenses</b>		
Cost of sales	29,036	34,669
Selling, administrative, and other expenses	2,740	2,506
Ford Credit interest, operating, and other expenses	1,357	2,186
Total costs and expenses	33,133	39,361
Operating income/(loss)	1,343	2,113
Interest expense on Company debt excluding Ford Credit	308	308
Other income/(loss), net (Note 4)	(4,850)	224
Equity in net income/(loss) of affiliated companies	(33)	130
<b>Income/(Loss) before income taxes</b>	<b>(3,848)</b>	<b>2,159</b>
Provision for/(Benefit from) income taxes	(729)	496
<b>Net income/(loss)</b>	<b>(3,119)</b>	<b>1,663</b>
Less: Income/(Loss) attributable to noncontrolling interests	(9)	(94)
<b>Net income/(loss) attributable to Ford Motor Company</b>	<b>\$ (3,110)</b>	<b>\$ 1,757</b>
<b>EARNINGS/(LOSS) PER SHARE ATTRIBUTABLE TO FORD MOTOR COMPANY COMMON AND CLASS B STOCK (Note 6)</b>		
Basic income/(loss)	\$ (0.78)	\$ 0.44
Diluted income/(loss)	(0.78)	0.44
<b>Weighted-average shares used in computation of earnings/(loss) per share</b>		
Basic shares	4,008	3,990
Diluted shares	4,008	4,029

**CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME**  
(in millions)

	For the periods ended March 31,	
	2022	2023
	First Quarter (unaudited)	
<b>Net income/(loss)</b>	<b>\$ (3,119)</b>	<b>\$ 1,663</b>
Other comprehensive income/(loss), net of tax (Note 18)		
Foreign currency translation	146	493
Marketable securities	(253)	110
Derivative instruments	144	(55)
Pension and other postretirement benefits	8	3
<b>Total other comprehensive income/(loss), net of tax</b>	<b>45</b>	<b>551</b>
<b>Comprehensive income/(loss)</b>	<b>(3,074)</b>	<b>2,214</b>
Less: Comprehensive income/(loss) attributable to noncontrolling interests	(9)	(94)
<b>Comprehensive income/(loss) attributable to Ford Motor Company</b>	<b>\$ (3,065)</b>	<b>\$ 2,308</b>

The accompanying notes are part of the consolidated financial statements.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**CONSOLIDATED BALANCE SHEETS**  
(in millions)

	December 31, 2022	March 31, 2023
	(unaudited)	
<b>ASSETS</b>		
Cash and cash equivalents (Note 7)	\$ 25,134	\$ 22,144
Marketable securities (Note 7)	18,936	17,369
Ford Credit finance receivables, net of allowance for credit losses of \$255 and \$261 (Note 8)	38,720	40,350
Trade and other receivables, less allowances of \$105 and \$93	15,729	14,920
Inventories (Note 9)	14,080	16,212
Other assets	3,877	4,128
<b>Total current assets</b>	<b>116,476</b>	<b>115,123</b>
Ford Credit finance receivables, net of allowance for credit losses of \$590 and \$609 (Note 8)	49,903	51,084
Net investment in operating leases	22,772	22,008
Net property	37,265	37,970
Equity in net assets of affiliated companies	2,798	3,448
Deferred income taxes	15,552	15,572
Other assets	11,118	11,595
<b>Total assets</b>	<b>\$ 255,884</b>	<b>\$ 256,800</b>
<b>LIABILITIES</b>		
Payables	\$ 25,605	\$ 26,028
Other liabilities and deferred revenue (Note 12 and Note 20)	21,097	21,827
Debt payable within one year (Note 14)		
Company excluding Ford Credit	730	522
Ford Credit	49,434	47,528
<b>Total current liabilities</b>	<b>96,866</b>	<b>95,905</b>
Other liabilities and deferred revenue (Note 12 and Note 20)	25,497	25,908
Long-term debt (Note 14)		
Company excluding Ford Credit	19,200	19,190
Ford Credit	69,605	72,052
Deferred income taxes	1,549	1,548
<b>Total liabilities</b>	<b>212,717</b>	<b>214,603</b>
<b>EQUITY</b>		
Common Stock, par value \$0.01 per share (4,082 million shares issued of 6 billion authorized)	41	41
Class B Stock, par value \$0.01 per share (71 million shares issued of 530 million authorized)	1	1
Capital in excess of par value of stock	22,832	22,889
Retained earnings	31,754	30,270
Accumulated other comprehensive income/(loss) (Note 18)	(9,339)	(8,788)
Treasury stock	(2,047)	(2,047)
Total equity attributable to Ford Motor Company	<b>43,242</b>	<b>42,366</b>
Equity attributable to noncontrolling interests	(75)	(169)
<b>Total equity</b>	<b>43,167</b>	<b>42,197</b>
<b>Total liabilities and equity</b>	<b>\$ 255,884</b>	<b>\$ 256,800</b>

The following table includes assets to be used to settle liabilities of the consolidated variable interest entities ("VIEs"). These assets and liabilities are included in the consolidated balance sheets above.

	December 31, 2022	March 31, 2023
	(unaudited)	
<b>ASSETS</b>		
Cash and cash equivalents	\$ 2,274	\$ 2,438
Ford Credit finance receivables, net	49,142	50,454
Net investment in operating leases	12,545	9,472
Other assets	264	162
<b>LIABILITIES</b>		
Other liabilities and deferred revenue	\$ 2	\$ 3
Debt	45,451	45,758

The accompanying notes are part of the consolidated financial statements.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**CONSOLIDATED STATEMENTS OF EQUITY**  
(in millions, unaudited)

	Equity Attributable to Ford Motor Company						Equity Attributable to Non-controlling Interests	Total Equity
	Capital Stock	Cap. in Excess of Par Value of Stock	Retained Earnings	Accumulated Other Comprehensive Income/(Loss) (Note 18)	Treasury Stock	Total		
<b>Balance at December 31, 2021</b>	\$ 41	\$ 22,611	\$ 35,769	\$ (8,339)	\$ (1,563)	\$ 48,519	\$ 103	\$ 48,622
Net income/(loss)	—	—	(3,110)	—	—	(3,110)	(9)	(3,119)
Other comprehensive income/(loss), net	—	—	—	45	—	45	—	45
Common Stock issued (a)	1	(61)	—	—	—	(60)	—	(60)
Treasury stock/other	—	—	—	—	(1)	(1)	5	4
Dividends and dividend equivalents declared (\$0.10 per share) (b)	—	—	(408)	—	—	(408)	—	(408)
<b>Balance at March 31, 2022</b>	<u>\$ 42</u>	<u>\$ 22,550</u>	<u>\$ 32,251</u>	<u>\$ (8,294)</u>	<u>\$ (1,564)</u>	<u>\$ 44,985</u>	<u>\$ 99</u>	<u>\$ 45,084</u>
<b>Balance at December 31, 2022</b>	\$ 42	\$ 22,832	\$ 31,754	\$ (9,339)	\$ (2,047)	\$ 43,242	\$ (75)	\$ 43,167
Net income/(loss)	—	—	1,757	—	—	1,757	(94)	1,663
Other comprehensive income/(loss), net	—	—	—	551	—	551	—	551
Common Stock issued (a)	—	57	—	—	—	57	—	57
Treasury stock/other	—	—	—	—	—	—	—	—
Dividends and dividend equivalents declared (\$0.80 per share) (b)	—	—	(3,241)	—	—	(3,241)	—	(3,241)
<b>Balance at March 31, 2023</b>	<u>\$ 42</u>	<u>\$ 22,889</u>	<u>\$ 30,270</u>	<u>\$ (8,788)</u>	<u>\$ (2,047)</u>	<u>\$ 42,366</u>	<u>\$ (169)</u>	<u>\$ 42,197</u>

(a) Includes impact of share-based compensation.

(b) Dividends and dividend equivalents declared for Common and Class B Stock. On February 2, 2023, we declared a regular dividend of \$0.15 per share and a supplemental dividend of \$0.65 per share.

The accompanying notes are part of the consolidated financial statements.

**FORD MOTOR COMPANY AND SUBSIDIARIES  
NOTES TO THE FINANCIAL STATEMENTS**

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**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 1. PRESENTATION**

For purposes of this report, “Ford,” the “Company,” “we,” “our,” “us,” or similar references mean Ford Motor Company, our consolidated subsidiaries, and our consolidated VIEs of which we are the primary beneficiary, unless the context requires otherwise. We also make reference to Ford Motor Credit Company LLC, herein referenced to as Ford Credit. Our consolidated financial statements are presented in accordance with U.S. generally accepted accounting principles (“GAAP”) for interim financial information, instructions to the Quarterly Report on Form 10-Q, and Rule 10-01 of Regulation S-X. We reclassified certain prior year amounts in our consolidated financial statements to conform to the current year presentation.

In the opinion of management, these unaudited financial statements reflect a fair statement of our results of operations and financial condition for the periods, and at the dates, presented. The results for interim periods are not necessarily indicative of results that may be expected for any other interim period or for the full year. Reference should be made to the financial statements contained in our Annual Report on Form 10-K for the year ended December 31, 2022 (“2022 Form 10-K Report”).

**NOTE 2. NEW ACCOUNTING STANDARDS****Adoption of New Accounting Standards**

*Accounting Standards Update (“ASU”) 2022-02, Financial Instruments – Credit Losses, Troubled Debt Restructurings and Vintage Disclosures.* Effective January 1, 2023, we adopted the new standard, which eliminates the troubled debt recognition and measurement guidance and requires disclosure of current period gross charge-offs by year of origination (vintage disclosure). Adoption of the new standard did not have a material impact to our consolidated financial statements or financial statement disclosures.

*ASU 2022-04, Liabilities – Supplier Finance Programs, Disclosure of Supplier Finance Program Obligations.* Effective January 1, 2023, we adopted the new standard, which requires that entities that use supplier finance programs disclose information about the nature and potential magnitude of the programs, activity during the period, and changes from period to period.

Financial institutions participate in a supply chain finance (“SCF”) program that enables our suppliers, at their sole discretion, to sell their Ford receivables (i.e., our payment obligations to the suppliers) to the financial institutions on a non-recourse basis in order to be paid earlier than our payment terms provide. Our suppliers’ voluntary inclusion of invoices in the SCF program has no bearing on our payment terms, the amounts we pay, or our liquidity. We have no economic interest in a supplier’s decision to participate in the SCF program, and we do not provide any guarantees in connection with it. As of March 31, 2023, the outstanding amount of Ford receivables that suppliers elected to sell to the SCF financial institutions, reported in *Payables*, was \$265 million. The amount settled through the SCF program during the first quarter of 2023 was \$452 million.

We also adopted the following ASUs during 2023, none of which had a material impact to our consolidated financial statements or financial statement disclosures:

ASU		Effective Date
2022-01	Derivatives and Hedging – Fair Value Hedging – Portfolio Layer Hedging	January 1, 2023
2022-03	Fair Value Measurement of Equity Securities Subject to Contractual Sale Restrictions	January 1, 2023
2018-12	Targeted Improvements to the Accounting for Long Duration Contracts (and related amendments)	January 1, 2023

**Accounting Standards Issued But Not Yet Adopted**

ASUs issued but not yet adopted were assessed and determined to be not applicable or are not expected to have a material impact on our consolidated financial statements or financial statement disclosures.



**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 3. REVENUE**

The following tables disaggregate our revenue by major source for the periods ended March 31 (in millions):

	First Quarter 2022		
	Company excluding Ford Credit	Ford Credit	Consolidated
Vehicles, parts, and accessories	\$ 30,991	\$ —	\$ 30,991
Used vehicles	429	—	429
Services and other revenue (a)	722	19	741
Revenues from sales and services	32,142	19	32,161
Leasing income	53	1,211	1,264
Financing income	—	1,040	1,040
Insurance income	—	11	11
Total revenues	\$ 32,195	\$ 2,281	\$ 34,476

  

	First Quarter 2023		
	Company excluding Ford Credit	Ford Credit	Consolidated
Vehicles, parts, and accessories	\$ 37,927	\$ —	\$ 37,927
Used vehicles	469	—	469
Services and other revenue (a)	645	17	662
Revenues from sales and services	39,041	17	39,058
Leasing income	44	1,049	1,093
Financing income	—	1,301	1,301
Insurance income	—	22	22
Total revenues	\$ 39,085	\$ 2,389	\$ 41,474

(a) Includes extended service contract revenue.

The amount of consideration we receive and revenue we recognize on our vehicles, parts, and accessories varies with changes in return rights and marketing incentives we offer to our customers and their customers. Estimates of marketing incentives are based on expected retail and fleet sales volumes, mix of products to be sold, and incentive programs to be offered. Customer acceptance of products and programs, as well as other market conditions, will impact these estimates. As a result of changes in our estimate of marketing incentives, we recorded an increase of \$211 million in the first quarter of 2022 and a decrease of \$178 million in the first quarter of 2023 related to revenue recognized in prior periods.

We had a balance of \$4.4 billion and \$4.5 billion of unearned revenue associated primarily with outstanding extended service contracts reported in *Other liabilities and deferred revenue* at December 31, 2022 and March 31, 2023, respectively. We expect to recognize approximately \$1.1 billion of the unearned amount in the remainder of 2023, \$1.2 billion in 2024, and \$2.2 billion thereafter. We recognized \$365 million and \$380 million of unearned amounts from prior years as revenue during the first quarter of 2022 and 2023, respectively.

Amounts paid to dealers to obtain extended service contracts are deferred and recorded as *Other assets*. We had a balance of \$315 million and \$324 million in deferred costs as of December 31, 2022 and March 31, 2023, respectively. We recognized \$22 million and \$26 million of amortization during the first quarter of 2022 and 2023, respectively.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 4. OTHER INCOME/(LOSS)**

The amounts included in *Other income/(loss), net* for the periods ended March 31 were as follows (in millions):

	First Quarter	
	2022	2023
Net periodic pension and OPEB income/(cost), excluding service cost (Note 13)	\$ 459	\$ (165)
Investment-related interest income	61	348
Interest income/(expense) on income taxes	5	(4)
Realized and unrealized gains/(losses) on cash equivalents, marketable securities, and other investments (a)	(5,454)	(51)
Gains/(Losses) on changes in investments in affiliates	(125)	4
Royalty income	144	103
Other	60	(11)
Total	<u>\$ (4,850)</u>	<u>\$ 224</u>

(a) Includes a \$5.4 billion loss and a \$25 million loss on our Rivian investment in the first quarter of 2022 and 2023, respectively.

**NOTE 5. INCOME TAXES**

For interim tax reporting, we estimate one single effective tax rate for tax jurisdictions not subject to a valuation allowance, which is applied to the year-to-date ordinary income/(loss). Tax effects of significant unusual or infrequently occurring items are excluded from the estimated annual effective tax rate calculation and recognized in the interim period in which they occur.

**NOTE 6. CAPITAL STOCK AND EARNINGS/(LOSS) PER SHARE****Earnings/(Loss) Per Share Attributable to Ford Motor Company Common and Class B Stock**

Basic and diluted earnings/(loss) per share were calculated using the following (in millions):

	First Quarter	
	2022	2023
Net income/(loss) attributable to Ford Motor Company	\$ (3,110)	\$ 1,757
<b>Basic and Diluted Shares</b>		
Basic shares (average shares outstanding)	4,008	3,990
Net dilutive options, unvested restricted stock units, unvested restricted stock shares, and convertible debt (a)	—	39
Diluted shares	<u>4,008</u>	<u>4,029</u>

(a) In the first quarter of 2022, there were 56 million shares excluded from the calculation of diluted earnings/(loss) per share, due to their anti-dilutive effect.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 7. CASH, CASH EQUIVALENTS, AND MARKETABLE SECURITIES**

The fair values of cash, cash equivalents, and marketable securities measured at fair value on a recurring basis were as follows (in millions):

		December 31, 2022		
	Fair Value Level	Company excluding Ford Credit	Ford Credit	Consolidated
Cash and cash equivalents				
U.S. government	1	\$ 3,295	\$ 1,045	\$ 4,340
U.S. government agencies	2	2,245	150	2,395
Non-U.S. government and agencies	2	1,048	199	1,247
Other cash equivalents	2	10	—	10
Corporate debt	2	593	792	1,385
Total marketable securities classified as cash equivalents		7,191	2,186	9,377
Cash, time deposits, and money market funds		7,550	8,207	15,757
Total cash and cash equivalents		\$ 14,741	\$ 10,393	\$ 25,134
Marketable securities				
U.S. government	1	\$ 4,947	\$ 187	\$ 5,134
U.S. government agencies	2	2,641	221	2,862
Non-U.S. government and agencies	2	2,625	658	3,283
Corporate debt	2	6,755	266	7,021
Equities (a)	1	223	—	223
Other marketable securities	2	252	161	413
Total marketable securities		\$ 17,443	\$ 1,493	\$ 18,936
Restricted cash		\$ 79	\$ 127	\$ 206

		March 31, 2023		
	Fair Value Level	Company excluding Ford Credit	Ford Credit	Consolidated
Cash and cash equivalents				
U.S. government	1	\$ 1,958	\$ 1,183	\$ 3,141
U.S. government agencies	2	2,320	1,045	3,365
Non-U.S. government and agencies	2	150	70	220
Other cash equivalents	2	—	—	—
Corporate debt	2	68	439	507
Total marketable securities classified as cash equivalents		4,496	2,737	7,233
Cash, time deposits, and money market funds		8,333	6,578	14,911
Total cash and cash equivalents		\$ 12,829	\$ 9,315	\$ 22,144
Marketable securities				
U.S. government	1	\$ 4,605	\$ 173	\$ 4,778
U.S. government agencies	2	2,300	270	2,570
Non-U.S. government and agencies	2	2,245	548	2,793
Corporate debt	2	6,212	421	6,633
Equities (a)	1	182	—	182
Other marketable securities	2	250	163	413
Total marketable securities		\$ 15,794	\$ 1,575	\$ 17,369
Restricted cash		\$ 82	\$ 133	\$ 215

(a) Includes \$194 million and \$147 million of Rivian common shares valued at \$18.43 and \$15.48 per share as of December 31, 2022 and March 31, 2023, respectively. In the first quarter of 2023, we sold 1 million of our Rivian common shares for about \$21.6 million in total proceeds. Net unrealized gains/losses recognized during full year 2022 and the first quarter of 2023 on all equity securities held at December 31, 2022 and March 31, 2023 were a \$968 million loss and a \$22 million loss, respectively.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 7. CASH, CASH EQUIVALENTS, AND MARKETABLE SECURITIES (Continued)**

The cash equivalents and marketable securities accounted for as available-for-sale (“AFS”) securities were as follows (in millions):

December 31, 2022								
	Amortized Cost	Gross Unrealized Gains	Gross Unrealized Losses	Fair Value	Fair Value of Securities with Contractual Maturities			
					Within 1 Year	After 1 Year through 5 Years	After 5 Years	
Company excluding Ford Credit								
U.S. government	\$ 4,797	\$ 1	\$ (145)	\$ 4,653	\$ 1,008	\$ 3,645	\$ —	
U.S. government agencies	2,508	—	(119)	2,389	1,244	1,109	36	
Non-U.S. government and agencies	2,248	—	(132)	2,116	294	1,810	12	
Corporate debt	7,511	6	(197)	7,320	3,117	4,195	8	
Other marketable securities	246	—	(9)	237	—	181	56	
Total	<u>\$ 17,310</u>	<u>\$ 7</u>	<u>\$ (602)</u>	<u>\$ 16,715</u>	<u>\$ 5,663</u>	<u>\$ 10,940</u>	<u>\$ 112</u>	
March 31, 2023								
	Amortized Cost	Gross Unrealized Gains	Gross Unrealized Losses	Fair Value	Fair Value of Securities with Contractual Maturities			
					Within 1 Year	After 1 Year through 5 Years	After 5 Years	
Company excluding Ford Credit								
U.S. government	\$ 4,557	\$ 8	\$ (109)	\$ 4,456	\$ 1,058	\$ 3,387	\$ 11	
U.S. government agencies	2,338	—	(94)	2,244	1,122	1,104	18	
Non-U.S. government and agencies	2,320	2	(105)	2,217	407	1,798	12	
Corporate debt	6,399	13	(157)	6,255	2,007	4,247	1	
Other marketable securities	233	—	(7)	226	—	170	56	
Total	<u>\$ 15,847</u>	<u>\$ 23</u>	<u>\$ (472)</u>	<u>\$ 15,398</u>	<u>\$ 4,594</u>	<u>\$ 10,706</u>	<u>\$ 98</u>	

Sales proceeds and gross realized gains/losses from the sale of AFS securities for the periods ended March 31 were as follows (in millions):

	First Quarter	
	2022	2023
<b>Company excluding Ford Credit</b>		
Sales proceeds	\$ 4,004	\$ 1,163
Gross realized gains	6	1
Gross realized losses	6	12

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 7. CASH, CASH EQUIVALENTS, AND MARKETABLE SECURITIES (Continued)**

The present fair values and gross unrealized losses for cash equivalents and marketable securities accounted for as AFS securities that were in an unrealized loss position, aggregated by investment category and the length of time that individual securities have been in a continuous loss position, were as follows (in millions):

December 31, 2022						
	Less than 1 Year		1 Year or Greater		Total	
	Fair Value	Unrealized Losses	Fair Value	Unrealized Losses	Fair Value	Unrealized Losses
<b>Company excluding Ford Credit</b>						
U.S. government	\$ 2,860	\$ (52)	\$ 1,570	\$ (93)	\$ 4,430	\$ (145)
U.S. government agencies	707	(14)	1,658	(105)	2,365	(119)
Non-U.S. government and agencies	751	(23)	1,271	(109)	2,022	(132)
Corporate debt	4,571	(79)	1,737	(118)	6,308	(197)
Other marketable securities	123	(4)	108	(5)	231	(9)
Total	<u>\$ 9,012</u>	<u>\$ (172)</u>	<u>\$ 6,344</u>	<u>\$ (430)</u>	<u>\$ 15,356</u>	<u>\$ (602)</u>

  

March 31, 2023						
	Less than 1 Year		1 Year or Greater		Total	
	Fair Value	Unrealized Losses	Fair Value	Unrealized Losses	Fair Value	Unrealized Losses
<b>Company excluding Ford Credit</b>						
U.S. government	\$ 1,825	\$ (22)	\$ 1,684	\$ (87)	\$ 3,509	\$ (109)
U.S. government agencies	465	(3)	1,658	(91)	2,123	(94)
Non-U.S. government and agencies	276	(4)	1,685	(101)	1,961	(105)
Corporate debt	3,152	(50)	2,012	(107)	5,164	(157)
Other marketable securities	107	(3)	101	(4)	208	(7)
Total	<u>\$ 5,825</u>	<u>\$ (82)</u>	<u>\$ 7,140</u>	<u>\$ (390)</u>	<u>\$ 12,965</u>	<u>\$ (472)</u>

We determine credit losses on AFS debt securities using the specific identification method. During the first quarter of 2023, we did not recognize any credit loss. The unrealized losses on securities are due to changes in interest rates and market liquidity.

**Cash, Cash Equivalents, and Restricted Cash**

Cash, cash equivalents, and restricted cash, as reported in the consolidated statements of cash flows, were as follows (in millions):

	December 31, 2022	March 31, 2023
Cash and cash equivalents	\$ 25,134	\$ 22,144
Restricted cash (a)	206	215
<b>Total cash, cash equivalents, and restricted cash</b>	<u>\$ 25,340</u>	<u>\$ 22,359</u>

(a) Included in *Other assets* in the non-current assets section of our consolidated balance sheets.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 8. FORD CREDIT FINANCE RECEIVABLES AND ALLOWANCE FOR CREDIT LOSSES**

Ford Credit manages finance receivables as “consumer” and “non-consumer” portfolios. The receivables are generally secured by the vehicles, inventory, or other property being financed.

Finance receivables are recorded at the time of origination or purchase at fair value and are subsequently reported at amortized cost, net of any allowance for credit losses.

For all finance receivables, Ford Credit defines “past due” as any payment, including principal and interest, that is at least 31 days past the contractual due date.

*Ford Credit finance receivables, net* were as follows (in millions):

	December 31, 2022	March 31, 2023
<b>Consumer</b>		
Retail installment contracts, gross	\$ 66,954	\$ 68,259
Finance leases, gross	6,765	6,990
Retail financing, gross	73,719	75,249
Unearned interest supplements	(2,305)	(2,435)
Consumer finance receivables	71,414	72,814
<b>Non-Consumer</b>		
Dealer financing	18,054	19,490
Non-Consumer finance receivables	18,054	19,490
Total recorded investment	\$ 89,468	\$ 92,304
Recorded investment in finance receivables	\$ 89,468	\$ 92,304
Allowance for credit losses	(845)	(870)
Total finance receivables, net	\$ 88,623	\$ 91,434
Current portion	\$ 38,720	\$ 40,350
Non-current portion	49,903	51,084
Total finance receivables, net	\$ 88,623	\$ 91,434
Net finance receivables subject to fair value (a)	\$ 82,200	\$ 84,812
Fair value (b)	79,521	82,966

(a) Net finance receivables subject to fair value exclude finance leases.

(b) The fair value of finance receivables is categorized within Level 3 of the fair value hierarchy.

Ford Credit’s finance leases are comprised of sales-type and direct financing leases. Financing revenue from finance leases for the first quarter of 2022 and 2023 was \$77 million and \$83 million, respectively, and is included in *Ford Credit revenues* on our consolidated income statements.

At December 31, 2022 and March 31, 2023, accrued interest was \$187 million and \$198 million, respectively, which we report in *Other assets* in the current assets section of our consolidated balance sheets.

Included in the recorded investment in finance receivables at December 31, 2022 and March 31, 2023, were consumer receivables of \$43.9 billion and \$43.9 billion, respectively, and non-consumer receivables of \$18.2 billion and \$17.6 billion, respectively, (including Ford Blue, Ford Model e, and Ford Pro receivables sold to Ford Credit, which we report in *Trade and other receivables*) that have been sold for legal purposes in securitization transactions but continue to be reported in our consolidated financial statements. The receivables are available only for payment of the debt issued by, and other obligations of, the securitization entities that are parties to those securitization transactions; they are not available to pay the other obligations or the claims of Ford Credit’s other creditors. Ford Credit holds the right to receive the excess cash flows not needed to pay the debt issued by, and other obligations of, the securitization entities that are parties to those securitization transactions.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 8. FORD CREDIT FINANCE RECEIVABLES AND ALLOWANCE FOR CREDIT LOSSES (Continued)****Credit Quality**

*Consumer Portfolio.* Credit quality ratings for consumer receivables are based on Ford Credit's aging analysis. Consumer receivables credit quality ratings are as follows:

- *Pass* – current to 60 days past due;
- *Special Mention* – 61 to 120 days past due and in intensified collection status; and
- *Substandard* – greater than 120 days past due and for which the uncollectible portion of the receivables has already been charged off, as measured using the fair value of collateral less costs to sell.

The credit quality analysis of consumer receivables at December 31, 2022 was as follows (in millions):

	Amortized Cost Basis by Origination Year						Total	Percent
	Prior to 2018	2018	2019	2020	2021	2022		
<b>Consumer</b>								
31 - 60 days past due	\$ 41	\$ 60	\$ 91	\$ 181	\$ 150	\$ 126	\$ 649	0.9%
61 - 120 days past due	9	12	20	39	40	29	149	0.2
Greater than 120 days past due	9	4	5	7	7	6	38	0.1
Total past due	59	76	116	227	197	161	836	1.2
Current	883	2,563	6,137	13,844	18,357	28,794	70,578	98.8
Total	<u>\$ 942</u>	<u>\$ 2,639</u>	<u>\$ 6,253</u>	<u>\$ 14,071</u>	<u>\$ 18,554</u>	<u>\$ 28,955</u>	<u>\$ 71,414</u>	<u>100.0%</u>

The credit quality analysis of consumer receivables at March 31, 2023 was as follows (in millions):

	Amortized Cost Basis by Origination Year						Total	Percent
	Prior to 2019	2019	2020	2021	2022	2023		
<b>Consumer</b>								
31 - 60 days past due	\$ 75	\$ 72	\$ 149	\$ 135	\$ 150	\$ 10	\$ 591	0.8%
61 - 120 days past due	11	13	28	30	36	1	119	0.2
Greater than 120 days past due	12	4	8	10	6	—	40	—
Total past due	98	89	185	175	192	11	750	1.0
Current	2,574	5,065	12,184	16,542	26,921	8,778	72,064	99.0
Total	<u>\$ 2,672</u>	<u>\$ 5,154</u>	<u>\$ 12,369</u>	<u>\$ 16,717</u>	<u>\$ 27,113</u>	<u>\$ 8,789</u>	<u>\$ 72,814</u>	<u>100.0%</u>
Gross charge-offs	\$ 17	\$ 12	\$ 23	\$ 22	\$ 22	\$ —	\$ 96	

*Non-Consumer Portfolio.* The credit quality of dealer financing receivables is evaluated based on Ford Credit's internal dealer risk rating analysis. Ford Credit uses a proprietary model to assign each dealer a risk rating. This model uses historical dealer performance data to identify key factors about a dealer that are considered most significant in predicting a dealer's ability to meet its financial obligations. Ford Credit also considers numerous other financial and qualitative factors of the dealer's operations, including capitalization and leverage, liquidity and cash flow, profitability, and credit history with Ford Credit and other creditors.

Dealers are assigned to one of four groups according to risk ratings as follows:

- *Group I* – strong to superior financial metrics;
- *Group II* – fair to favorable financial metrics;
- *Group III* – marginal to weak financial metrics; and
- *Group IV* – poor financial metrics, including dealers classified as uncollectible.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 8. FORD CREDIT FINANCE RECEIVABLES AND ALLOWANCE FOR CREDIT LOSSES (Continued)**

The credit quality analysis of dealer financing receivables at December 31, 2022 was as follows (in millions):

Amortized Cost Basis by Origination Year										
Dealer Loans								Wholesale Loans	Total	Percent
	Prior to 2018	2018	2019	2020	2021	2022	Total			
Group I	\$ 402	\$ 148	\$ 35	\$ 67	\$ 185	\$ 224	\$ 1,061	\$ 13,888	\$ 14,949	82.8%
Group II	2	21	—	5	2	42	72	2,751	2,823	15.6
Group III	—	—	—	—	—	10	10	233	243	1.4
Group IV	—	—	1	—	—	3	4	35	39	0.2
Total (a)	\$ 404	\$ 169	\$ 36	\$ 72	\$ 187	\$ 279	\$ 1,147	\$ 16,907	\$ 18,054	100.0%

(a) Total past due dealer financing receivables at December 31, 2022 were \$9 million.

The credit quality analysis of dealer financing receivables at March 31, 2023 was as follows (in millions):

Amortized Cost Basis by Origination Year										
Dealer Loans								Wholesale Loans	Total	Percent
	Prior to 2019	2019	2020	2021	2022	2023	Total			
Group I	\$ 516	\$ 33	\$ 67	\$ 179	\$ 83	\$ 189	\$ 1,067	\$ 15,951	\$ 17,018	87.3%
Group II	3	—	2	2	1	51	59	2,115	2,174	11.1
Group III	—	—	—	—	—	10	10	255	265	1.4
Group IV	—	1	—	—	—	3	4	29	33	0.2
Total (a)	\$ 519	\$ 34	\$ 69	\$ 181	\$ 84	\$ 253	\$ 1,140	\$ 18,350	\$ 19,490	100.0%
Gross charge-offs	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	—

(a) Total past due dealer financing receivables at March 31, 2023 were \$7 million.

**Non-Accrual of Revenue.** The accrual of financing revenue is discontinued at the time a receivable is determined to be uncollectible or when it is 90 days past due. Accounts may be restored to accrual status only when a customer settles all past-due deficiency balances and future payments are reasonably assured. For receivables in non-accrual status, subsequent financing revenue is recognized only to the extent a payment is received. Payments are generally applied first to outstanding interest and then to the unpaid principal balance.

**Loan Modifications.** Consumer and non-consumer receivables that have a modified interest rate and/or a term extension (including receivables that were modified in reorganization proceedings pursuant to the U.S. Bankruptcy Code) are typically considered to be loan modifications. Ford Credit does not grant modifications to the principal balance of the receivables. If a receivable is modified in a reorganization proceeding, all payment requirements of the reorganization plan need to be met before remaining balances are forgiven.

The use of interest rate modifications and term extensions helps Ford Credit mitigate financial loss. Term extensions may assist in cases where Ford Credit believes the customer will recover from short-term financial difficulty and resume regularly scheduled payments. The effect of most loan modifications made to borrowers experiencing financial difficulty is included in the historical trends used to measure the allowance for credit losses. A loan modification that improves the delinquency status of a borrower reduces the probability of default, which results in a lower allowance for credit losses. At March 31, 2023, an insignificant portion of Ford Credit's total finance receivables portfolio had been granted a loan modification, and these modifications are generally treated as a continuation of the existing loan.



**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 8. FORD CREDIT FINANCE RECEIVABLES AND ALLOWANCE FOR CREDIT LOSSES (Continued)****Allowance for Credit Losses**

The allowance for credit losses represents an estimate of the lifetime expected credit losses inherent in finance receivables as of the balance sheet date. The adequacy of the allowance for credit losses is assessed quarterly.

Adjustments to the allowance for credit losses are made by recording charges to *Ford Credit interest, operating, and other expenses* on our consolidated income statements. The uncollectible portion of a finance receivable is charged to the allowance for credit losses at the earlier of when an account is deemed to be uncollectible or when an account is 120 days delinquent, taking into consideration the financial condition of the customer or borrower, the value of the collateral, recourse to guarantors, and other factors.

Charge-offs on finance receivables include uncollected amounts related to principal, interest, late fees, and other allowable charges. Recoveries on finance receivables previously charged off as uncollectible are credited to the allowance for credit losses. In the event Ford Credit repossesses the collateral, the receivable is charged off and the collateral is recorded at its estimated fair value less costs to sell and reported in *Other assets* on our consolidated balance sheets.

An analysis of the allowance for credit losses related to finance receivables for the periods ended March 31 was as follows (in millions):

	First Quarter 2022		
	Consumer	Non-Consumer	Total
<b>Allowance for credit losses</b>			
Beginning balance	\$ 903	\$ 22	\$ 925
Charge-offs	(62)	—	(62)
Recoveries	43	1	44
Provision for/(Benefit from) credit losses	(59)	(5)	(64)
Other (a)	1	1	2
Ending balance	<u>\$ 826</u>	<u>\$ 19</u>	<u>\$ 845</u>
	First Quarter 2023		
	Consumer	Non-Consumer	Total
<b>Allowance for credit losses</b>			
Beginning balance	\$ 838	\$ 7	\$ 845
Charge-offs	(96)	—	(96)
Recoveries	38	1	39
Provision for/(Benefit from) credit losses	78	(1)	77
Other (a)	5	—	5
Ending balance	<u>\$ 863</u>	<u>\$ 7</u>	<u>\$ 870</u>

(a) Primarily represents amounts related to translation adjustments.

During the first quarter of 2023, the allowance for credit losses increased \$25 million, driven by an increase in Ford Credit finance receivables. Net charge-offs increased from a year ago reflecting normalization from extraordinarily low levels. The impact of higher inflation and higher interest rates on future credit losses remains uncertain. Ford Credit will continue to monitor economic trends and conditions and portfolio performance and will adjust the reserve accordingly.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 9. INVENTORIES**

Inventories were as follows (in millions):

	December 31, 2022	March 31, 2023
Raw materials, work-in-process, and supplies	\$ 5,997	\$ 6,464
Finished products	8,083	9,748
Total inventories	<u>\$ 14,080</u>	<u>\$ 16,212</u>

Our finished product inventory at March 31, 2023 was higher than at December 31, 2022, reflecting higher in-transit and in-plant inventory.

**NOTE 10. OTHER INVESTMENTS**

We have investments in entities not accounted for under the equity method for which fair values are not readily available. We record these investments at cost (less impairment, if any), adjusted for observable price changes in orderly transactions for the identical or a similar investment of the same issuer. We report the carrying value of these investments in *Other assets* in the non-current assets section of our consolidated balance sheets. These investments were \$384 million and \$350 million at December 31, 2022 and March 31, 2023, respectively. The cumulative net unrealized gain from adjustments related to Other Investments held at March 31, 2023 was \$101 million.

**NOTE 11. GOODWILL**

The net carrying amount of goodwill was \$603 million and \$609 million at December 31, 2022 and March 31, 2023, respectively, and is reported in *Other assets* in the non-current assets section of our consolidated balance sheets.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 12. OTHER LIABILITIES AND DEFERRED REVENUE**

*Other liabilities and deferred revenue* were as follows (in millions):

	December 31, 2022	March 31, 2023
<b>Current</b>		
Dealer and dealers' customer allowances and claims	\$ 9,219	\$ 9,881
Deferred revenue	2,404	2,582
Employee benefit plans	2,020	1,505
Accrued interest	935	938
Operating lease liabilities	404	415
OPEB (a)	329	328
Pension (a)	196	198
Other (b)	5,590	5,980
Total current other liabilities and deferred revenue	<u>\$ 21,097</u>	<u>\$ 21,827</u>
<b>Non-current</b>		
Dealer and dealers' customer allowances and claims	\$ 6,095	\$ 6,538
Pension (a)	5,673	5,835
OPEB (a)	4,130	4,069
Deferred revenue	4,883	4,835
Operating lease liabilities	1,101	1,201
Employee benefit plans	834	829
Other (b)	2,781	2,601
Total non-current other liabilities and deferred revenue	<u>\$ 25,497</u>	<u>\$ 25,908</u>

- (a) Balances at March 31, 2023 reflect pension and OPEB liabilities at December 31, 2022, updated for: service and interest cost; expected return on assets; curtailments, settlements, and associated interim remeasurement (where applicable); separation expense; actual benefit payments; and cash contributions. The discount rate and rate of expected return assumptions are unchanged from year-end 2022. Included in *Other assets* are pension assets of \$5.7 billion and \$5.8 billion at December 31, 2022 and March 31, 2023, respectively.
- (b) Includes current derivative liabilities of \$1.3 billion at both December 31, 2022 and March 31, 2023. Includes non-current derivative liabilities of \$1.7 billion and \$1.2 billion at December 31, 2022 and March 31, 2023, respectively (see Note 15).

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 13. RETIREMENT BENEFITS****Defined Benefit Plans - Expense**

The pre-tax net periodic benefit cost/(income) for our defined benefit pension and OPEB plans for the periods ended March 31 were as follows (in millions):

	First Quarter					
	Pension Benefits					
	U.S. Plans		Non-U.S. Plans		Worldwide OPEB	
	2022	2023	2022	2023	2022	2023
Service cost	\$ 125	\$ 72	\$ 111	\$ 61	\$ 10	\$ 5
Interest cost	263	408	134	237	37	58
Expected return on assets	(642)	(486)	(268)	(219)	—	—
Amortization of prior service costs/(credits)	—	—	7	5	(1)	1
Net remeasurement (gain)/loss	—	113	—	—	—	—
Separation programs/other	4	2	7	4	—	—
Settlements and curtailments	—	42	—	—	—	—
Net periodic benefit cost/(income)	\$ (250)	\$ 151	\$ (9)	\$ 88	\$ 46	\$ 64

The service cost component is included in *Cost of sales* and *Selling, administrative, and other expenses*. Other components of net periodic benefit cost/(income) are included in *Other income/(loss), net* on our consolidated income statements.

In the first quarter of 2023, we paid lump sums for one of our U.S. pension plans, which resulted in a remeasurement and settlement expenses of \$113 million and \$42 million, respectively.

**Pension Plan Contributions**

During 2023, we continue to expect to contribute between \$500 million and \$600 million of cash to our global funded pension plans. We also expect to make about \$400 million of benefit payments to participants in unfunded plans. In the first quarter of 2023, we contributed \$125 million to our global funded pension plans and made \$99 million of benefit payments to participants in unfunded plans.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 14. DEBT**

The carrying value of Company debt excluding Ford Credit and Ford Credit debt was as follows (in millions):

	December 31, 2022	March 31, 2023
<b>Company excluding Ford Credit</b>		
<b>Debt payable within one year</b>		
Short-term	\$ 359	\$ 186
Long-term payable within one year		
Other debt	372	336
Unamortized (discount)/premium	(1)	—
Total debt payable within one year	730	522
<b>Long-term debt payable after one year</b>		
Public unsecured debt securities	14,935	14,935
Convertible notes (a)	2,300	2,300
U.K. Export Finance Program	1,654	1,702
Other debt	682	616
Unamortized (discount)/premium	(180)	(176)
Unamortized issuance costs	(191)	(187)
Total long-term debt payable after one year	19,200	19,190
Total Company excluding Ford Credit	\$ 19,930	\$ 19,712
Fair value of Company debt excluding Ford Credit (b)	\$ 18,557	\$ 19,046
<b>Ford Credit</b>		
<b>Debt payable within one year</b>		
Short-term	\$ 19,624	\$ 17,890
Long-term payable within one year		
Unsecured debt	7,980	10,128
Asset-backed debt	21,839	19,502
Unamortized (discount)/premium	—	—
Unamortized issuance costs	(13)	(16)
Fair value adjustments (c)	4	24
Total debt payable within one year	49,434	47,528
<b>Long-term debt payable after one year</b>		
Unsecured debt	39,620	41,237
Asset-backed debt	31,840	32,449
Unamortized (discount)/premium	23	17
Unamortized issuance costs	(184)	(209)
Fair value adjustments (c)	(1,694)	(1,442)
Total long-term debt payable after one year	69,605	72,052
Total Ford Credit	\$ 119,039	\$ 119,580
Fair value of Ford Credit debt (b)	\$ 117,214	\$ 118,688

- (a) As of March 31, 2023, each \$1,000 principal amount of the notes will be convertible into 63.0921 shares of our Common Stock, which is equivalent to a conversion price of approximately \$15.85 per share. We recognized issuance cost amortization of \$2 million during both the first quarter of 2022 and 2023.
- (b) At December 31, 2022 and March 31, 2023, the fair value of debt includes \$359 million and \$186 million of Company excluding Ford Credit short-term debt, respectively, and \$16.9 billion and \$14.8 billion of Ford Credit short-term debt, respectively, carried at cost, which approximates fair value. All other debt is categorized within Level 2 of the fair value hierarchy.
- (c) These adjustments are related to hedging activity and include discontinued hedging relationship adjustments of \$31 million and \$(31) million at December 31, 2022 and March 31, 2023, respectively. The carrying value of hedged debt was \$33.3 billion and \$36.5 billion at December 31, 2022 and March 31, 2023, respectively.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 15. DERIVATIVE FINANCIAL INSTRUMENTS AND HEDGING ACTIVITIES**

In the normal course of business, our operations are exposed to global market risks, including the effect of changes in foreign currency exchange rates, certain commodity prices, and interest rates. To manage these risks, we enter into highly effective derivative contracts. We have elected to apply hedge accounting to certain derivatives. Derivatives that are designated in hedging relationships are evaluated for effectiveness using regression analysis at the time they are designated and throughout the hedge period. Some derivatives do not qualify for hedge accounting; for others, we elect not to apply hedge accounting.

**Income Effect of Derivative Financial Instruments**

The gains/(losses), by hedge designation, reported in income for the periods ended March 31 were as follows (in millions):

	<b>First Quarter</b>	
	<b>2022</b>	<b>2023</b>
<b>Cash flow hedges</b>		
<b>Reclassified from AOCI to Cost of sales</b>		
Foreign currency exchange contracts (a)	\$ (90)	\$ 26
Commodity contracts (b)	58	(9)
<b>Fair value hedges</b>		
<b>Interest rate contracts</b>		
Net interest settlements and accruals on hedging instruments	76	(140)
Fair value changes on hedging instruments	(986)	250
Fair value changes on hedged debt	991	(279)
<b>Cross-currency interest rate swap contracts</b>		
Net interest settlements and accruals on hedging instruments	(3)	(14)
Fair value changes on hedging instruments	(37)	22
Fair value changes on hedged debt	41	(19)
<b>Derivatives not designated as hedging instruments</b>		
Foreign currency exchange contracts (c)	(46)	(3)
Cross-currency interest rate swap contracts	(227)	85
Interest rate contracts	123	(12)
Commodity contracts	109	(11)
<b>Total</b>	<b>\$ 9</b>	<b>\$ (104)</b>

- (a) For the first quarter of 2022 and 2023, a \$128 million loss and a \$63 million loss, respectively, were reported in *Other comprehensive income/(loss), net of tax*.
- (b) For the first quarter of 2022 and 2023, a \$284 million gain and an \$8 million gain, respectively, were reported in *Other comprehensive income/(loss), net of tax*.
- (c) For the first quarter of 2022 and 2023, a \$44 million loss and a \$19 million gain, respectively, were reported in *Cost of sales*, and a \$2 million loss and a \$22 million loss, respectively, were reported in *Other income/(loss), net*.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 15. DERIVATIVE FINANCIAL INSTRUMENTS AND HEDGING ACTIVITIES (Continued)****Balance Sheet Effect of Derivative Financial Instruments**

Derivative assets and liabilities are reported on our consolidated balance sheets at fair value and are presented on a gross basis. The notional amounts of the derivative instruments do not necessarily represent amounts exchanged by the parties and are not a direct measure of our financial exposure. We also enter into master agreements with counterparties that may allow for netting of exposures in the event of default or breach of the counterparty agreement. Collateral represents cash received or paid under reciprocal arrangements that we have entered into with our derivative counterparties, which we do not use to offset our derivative assets and liabilities.

The fair value of our derivative instruments and the associated notional amounts were as follows (in millions):

	December 31, 2022			March 31, 2023		
	Notional	Fair Value of Assets	Fair Value of Liabilities	Notional	Fair Value of Assets	Fair Value of Liabilities
<b>Cash flow hedges</b>						
Foreign currency exchange contracts	\$ 11,536	\$ 376	\$ 52	\$ 16,998	\$ 316	\$ 102
Commodity contracts	990	16	56	1,012	15	40
<b>Fair value hedges</b>						
Interest rate contracts	16,883	—	1,653	19,042	15	1,302
Cross-currency interest rate swap contracts	885	—	161	1,421	4	135
<b>Derivatives not designated as hedging instruments</b>						
Foreign currency exchange contracts	20,851	162	285	19,718	136	164
Cross-currency interest rate swap contracts	6,635	15	653	6,115	38	528
Interest rate contracts	63,210	931	483	57,312	753	397
Commodity contracts	841	26	35	949	32	39
Total derivative financial instruments, gross (a) (b)	<u>\$ 121,831</u>	<u>\$ 1,526</u>	<u>\$ 3,378</u>	<u>\$ 122,567</u>	<u>\$ 1,309</u>	<u>\$ 2,707</u>
Current portion		\$ 1,101	\$ 1,656		\$ 813	\$ 1,462
Non-current portion		425	1,722		496	1,245
Total derivative financial instruments, gross		<u>\$ 1,526</u>	<u>\$ 3,378</u>		<u>\$ 1,309</u>	<u>\$ 2,707</u>

(a) At December 31, 2022 and March 31, 2023, we held collateral of \$210 million and \$180 million, respectively, and we posted collateral of \$201 million and \$203 million, respectively.

(b) At December 31, 2022 and March 31, 2023, the fair value of assets and liabilities available for counterparty netting was \$451 million and \$438 million, respectively. All derivatives are categorized within Level 2 of the fair value hierarchy.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 16. EMPLOYEE SEPARATION ACTIONS AND EXIT AND DISPOSAL ACTIVITIES**

We generally record costs associated with voluntary separations at the time of employee acceptance. We record costs associated with involuntary separation programs when management has approved the plan for separation, the affected employees are identified, and it is unlikely that actions required to complete the separation plan will change significantly. Costs associated with benefits that are contingent on the employee continuing to provide service are accrued over the required service period.

**Company Excluding Ford Credit**

Employee separation actions and exit and disposal activities include employee separation costs, facility and other asset-related charges (e.g., impairment, accelerated depreciation), dealer and supplier payments, other statutory and contractual obligations, and other expenses, which are recorded in *Cost of sales* and *Selling, administrative, and other expenses*. Below are actions that have been initiated:

- *Brazil*. Exited manufacturing operations in 2021 resulting in the closure of facilities in Camaçari, Taubaté, and Troller
- *India*. Ceased vehicle manufacturing in Sanand in the fourth quarter of 2021 and ceased manufacturing in Chennai in the third quarter of 2022. A sale of the Sanand vehicle assembly and powertrain plants was completed in the first quarter of 2023 (see Note 17)
- *Spain*. Ceased production of the Mondeo at the Valencia plant in the first quarter of 2022
- *China*. Ceased development of certain product programs in the first quarter of 2023

In addition, we are continuing to reduce our global workforce and take other restructuring actions, including the separation of salaried workers, primarily in Europe, as announced in the first quarter of 2023.

The following table summarizes the activities for the periods ended March 31, which are recorded in *Other liabilities and deferred revenue* (in millions):

	First Quarter	
	2022	2023
Beginning balance	\$ 950	\$ 588
Changes in accruals (a)	66	629
Payments	(205)	(83)
Foreign currency translation	18	(8)
Ending balance	<u>\$ 829</u>	<u>\$ 1,126</u>

(a) Excludes pension costs of \$7 million and \$4 million in the first quarter of 2022 and 2023, respectively.

We recorded \$23 million and \$48 million in the first quarter of 2022 and 2023, respectively, for accelerated depreciation and other non-cash items. In addition, we recognized a \$32 million pre-tax net gain on sale of assets in the first quarter of 2022.

We recorded costs of \$64 million and \$681 million in the first quarter of 2022 and 2023, respectively, related to the actions above. We estimate that we will incur total charges in 2023 that range between \$1.5 billion and \$2 billion related to such actions, primarily attributable to employee separations and supplier settlements. We continue to review our global businesses and may take additional restructuring actions where a path to sustained profitability is not feasible when considering the capital allocation required for those businesses.

**Ford Credit**

Accumulated foreign currency translation losses included in *Accumulated other comprehensive income/(loss)* at March 31, 2023 of \$223 million are associated with Ford Credit's investments in Brazil and Argentina that have ceased operations. We expect to reclassify these losses to income upon substantially complete liquidation of Ford Credit's investments, which may occur over multiple reporting periods. In the first quarter of 2022, we reclassified losses of \$119 million to *Other income/(loss), net*, upon the liquidation of three investments in Brazil. Although the timing for the completion of the remaining actions is uncertain, we expect the majority of losses to be recognized in 2024 or later.



**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 17. ACQUISITIONS AND DIVESTITURES**

**Company Excluding Ford Credit**

*Argo AI, LLC ("Argo AI").* In October 2022, Ford and Volkswagen AG ("VW"), who held equal interests that together comprised a majority ownership of Argo AI, initiated the process of exiting the joint development of highly automated driving technology (L4) through Argo AI. Argo AI is in the process of winding down operations. The carrying value of our equity method investment in Argo AI was \$0 at both December 31, 2022 and March 31, 2023; in addition, we had \$65 million and \$4 million at December 31, 2022 and March 31, 2023, respectively, in *Other liabilities and deferred revenue* related to our funding commitment for our share of Argo AI's expenses previously incurred.

*Sanand, India ("Sanand") Plants.* In the third quarter of 2022, we entered into an agreement to sell our Sanand vehicle assembly and powertrain plants to Tata Passenger Electric Mobility Limited ("Tata"), a subsidiary of Tata Motors Limited. The sale transaction included the land, buildings, and other fixed assets (excluding the powertrain machinery and equipment) for the plants. We recognized, in *Cost of sales*, pre-tax impairment charges of \$32 million in the third quarter of 2022 to adjust the carrying value of the assets to fair value less costs to sell. We determined fair value using the market approach, based on the negotiated value of the assets. Accordingly, we reported \$88 million of fixed assets for this operation as held for sale for the period ended December 31, 2022, which we report in *Other assets* in the current assets section of our consolidated balance sheets.

On January 10, 2023, we completed the sale of the plants to Tata. Ford will continue to operate the powertrain facility by leasing back the associated land and building. As a result of the sale transaction, we derecognized the fixed assets and recognized the powertrain facility operating lease right-of-use asset and related lease liability in the first quarter of 2023. The fair value of the cash consideration received approximated the carrying value of the fixed assets at the time of sale.

*Ford Romania S.R.L. ("Ford Romania").* On July 1, 2022, we completed the sale of Ford Romania, our wholly-owned Romanian manufacturing subsidiary, to Ford Otosan, a joint venture in which Ford has a 41% ownership share. The transaction resulted in deconsolidation of our Ford Romania subsidiary in the third quarter of 2022. The fair value of consideration received, consisting of cash and a note receivable, approximated the carrying value of Ford Romania at the time of sale. The Ford Romania plant in Craiova, Romania will continue to manufacture Ford-branded vehicles for Ford and Ford Otosan. Ford's portion of the output is expected to be significant; as a result, at the time of the sale there were about \$100 million of assets, such as embedded leases, and related liabilities that continue to be reported as part of our financial statements.

*Skinny Labs Inc., dba Spin ("Spin").* On April 1, 2022, we completed the sale of Spin, our wholly-owned micro-mobility provider, to TIER Mobility SE, a German-based micro-mobility provider, which resulted in the deconsolidation of our Spin subsidiary in the second quarter of 2022. In exchange for our shares of Spin, we received preferred equity in TIER Mobility SE, which is reflected in our consolidated balance sheets in *Other assets* as of the second quarter of 2022. The fair value of the preferred equity approximated the carrying value of Spin at the time of the transaction.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 18. ACCUMULATED OTHER COMPREHENSIVE INCOME/(LOSS)**

The changes in the balances for each component of accumulated other comprehensive income/(loss) attributable to Ford Motor Company for the periods ended March 31 were as follows (in millions):

	<b>First Quarter</b>	
	<b>2022</b>	<b>2023</b>
<b>Foreign currency translation</b>		
Beginning balance	\$ (5,487)	\$ (6,416)
Gains/(Losses) on foreign currency translation	(71)	485
Less: Tax/(Tax benefit) (a)	(96)	(10)
Net gains/(losses) on foreign currency translation	25	495
(Gains)/Losses reclassified from AOCI to net income (b)	121	(2)
Other comprehensive income/(loss), net of tax	146	493
Ending balance	\$ (5,341)	\$ (5,923)
<b>Marketable securities</b>		
Beginning balance	\$ (19)	\$ (442)
Gains/(Losses) on available for sale securities	(330)	135
Less: Tax/(Tax benefit)	(77)	33
Net gains/(losses) on available for sale securities	(253)	102
(Gains)/Losses reclassified from AOCI to net income	—	11
Less: Tax/(Tax benefit)	—	3
Net (gains)/losses reclassified from AOCI to net income	—	8
Other comprehensive income/(loss), net of tax	(253)	110
Ending balance	\$ (272)	\$ (332)
<b>Derivative instruments</b>		
Beginning balance	\$ (193)	\$ 129
Gains/(Losses) on derivative instruments	156	(55)
Less: Tax/(Tax benefit)	37	(14)
Net gains/(losses) on derivative instruments	119	(41)
(Gains)/Losses reclassified from AOCI to net income	32	(17)
Less: Tax/(Tax benefit)	7	(3)
Net (gains)/losses reclassified from AOCI to net income (c)	25	(14)
Other comprehensive income/(loss), net of tax	144	(55)
Ending balance	\$ (49)	\$ 74
<b>Pension and other postretirement benefits</b>		
Beginning balance	\$ (2,640)	\$ (2,610)
Amortization and recognition of prior service costs/(credits)	6	6
Less: Tax/(Tax benefit)	1	1
Net prior service costs/(credits) reclassified from AOCI to net income	5	5
Translation impact on non-U.S. plans	3	(2)
Other comprehensive income/(loss), net of tax	8	3
Ending balance	\$ (2,632)	\$ (2,607)
Total AOCI ending balance at March 31	<u>\$ (8,294)</u>	<u>\$ (8,788)</u>

(a) We do not recognize deferred taxes for a majority of the foreign currency translation gains and losses because we do not anticipate reversal in the foreseeable future. However, we have made elections to tax certain non-U.S. operations simultaneously in U.S. tax returns, and have recorded deferred taxes for temporary differences that will reverse, independent of repatriation plans, in U.S. tax returns. Taxes or tax benefits resulting from foreign currency translation of the temporary differences are recorded in *Other comprehensive income/(loss), net of tax*.

(b) Reclassified to *Other income/(loss), net*.

(c) Reclassified to *Cost of sales*. During the next twelve months, we expect to reclassify existing net gains on cash flow hedges of \$147 million (see Note 15).

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 19. VARIABLE INTEREST ENTITIES**

Certain of our affiliates are variable interest entities in which we are not the primary beneficiary. Our maximum exposure to any potential losses associated with these unconsolidated affiliates is limited to our equity investments, accounts receivable, loans, and guarantees and was \$1.0 billion and \$1.6 billion at December 31, 2022 and March 31, 2023, respectively. Of these amounts, guarantees of \$113 million at both December 31, 2022 and March 31, 2023 related to certain obligations of our VIEs also are included in Note 20.

On July 13, 2022, Ford, SK On Co., Ltd., and SK Battery America, Inc. (a wholly owned subsidiary of SK On) completed the creation of BlueOval SK, LLC, a 50/50 joint venture that will build and operate electric vehicle battery plants in Tennessee and Kentucky to supply batteries to Ford and Ford affiliates. BlueOval SK is a variable interest entity of which we are not the primary beneficiary, and we use the equity method of accounting for our investment. As of March 31, 2023, Ford has contributed to BlueOval SK \$1.3 billion of its agreed capital contribution of up to \$6.6 billion through 2026, subject to any adjustments agreed to by the parties.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 20. COMMITMENTS AND CONTINGENCIES**

Commitments and contingencies primarily consist of guarantees and indemnifications, litigation and claims, and warranty and field service actions.

**Guarantees and Indemnifications**

*Financial Guarantees.* Financial guarantees and indemnifications are recorded at fair value at their inception. Subsequent to initial recognition, the guarantee liability is adjusted at each reporting period to reflect the current estimate of expected payments resulting from possible default events over the remaining life of the guarantee. The maximum potential payments for financial guarantees were \$518 million and \$522 million at December 31, 2022 and March 31, 2023, respectively. The carrying value of recorded liabilities related to financial guarantees was \$31 million and \$55 million at December 31, 2022 and March 31, 2023, respectively.

Our financial guarantees consist of debt and lease obligations of certain joint ventures, as well as certain financial obligations of outside third parties, including suppliers, to support our business and economic growth. Expiration dates vary through 2037, and guarantees will terminate on payment and/or cancellation of the underlying obligation. A payment by us would be triggered by failure of the joint venture or other third party to fulfill its obligation covered by the guarantee. In some circumstances, we are entitled to recover from a third party amounts paid by us under the guarantee.

*Non-Financial Guarantees.* Non-financial guarantees and indemnifications are recorded at fair value at their inception. We regularly review our performance risk under these arrangements, and in the event it becomes probable we will be required to perform under a guarantee or indemnity, the amount of probable payment is recorded. The maximum potential payments for non-financial guarantees were \$273 million and \$165 million at December 31, 2022 and March 31, 2023, respectively. The carrying value of recorded liabilities related to non-financial guarantees was \$0 at both December 31, 2022 and March 31, 2023.

Included in the \$165 million of maximum potential payments at March 31, 2023 are guarantees for the resale value of vehicles sold in certain arrangements to daily rental companies. The maximum potential payment of \$159 million as of March 31, 2023 represents the total proceeds we guarantee the rental company will receive on resale. Reflecting our present estimate of proceeds the rental companies will receive on resale from third parties, we do not expect we will have to pay under the guarantee.

In the ordinary course of business, we execute contracts involving indemnifications standard in the industry and indemnifications specific to a transaction, such as the sale of a business. These indemnifications might include and are not limited to claims relating to any of the following: environmental, tax, and shareholder matters; intellectual property rights; power generation contracts; governmental regulations and employment-related matters; dealer, supplier, and other commercial contractual relationships; and financial matters, such as securitizations. Performance under these indemnities generally would be triggered by a breach of contract claim brought by a counterparty, including a joint venture or alliance partner, or a third-party claim. While some of these indemnifications are limited in nature, many of them do not limit potential payment. Therefore, we are unable to estimate a maximum amount of future payments that could result from claims made under these unlimited indemnities.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 20. COMMITMENTS AND CONTINGENCIES (Continued)**

**Litigation and Claims**

Various legal actions, proceedings, and claims (generally, “matters”) are pending or may be instituted or asserted against us. These include, but are not limited to, matters arising out of alleged defects in our products; product warranties; governmental regulations relating to safety, emissions, and fuel economy or other matters; government incentives; tax matters, including trade and customs; alleged illegal acts resulting in fines or penalties; financial services; employment-related matters; dealer, supplier, and other contractual relationships; intellectual property rights; environmental matters; shareholder or investor matters; and financial reporting matters. Certain of the pending legal actions are, or purport to be, class actions. Some of the matters involve or may involve claims for compensatory, punitive, or antitrust or other treble damages in very large amounts, or demands for field service actions, environmental remediation programs, sanctions, loss of government incentives, assessments, or other relief, which, if granted, would require very large expenditures.

The extent of our financial exposure to these matters is difficult to estimate. Many matters do not specify a dollar amount for damages, and many others specify only a jurisdictional minimum. To the extent an amount is asserted, our historical experience suggests that in most instances the amount asserted is not a reliable indicator of the ultimate outcome.

We accrue for matters when losses are deemed probable and reasonably estimable. In evaluating matters for accrual and disclosure purposes, we take into consideration factors such as our historical experience with matters of a similar nature, the specific facts and circumstances asserted, the likelihood that we will prevail, and the severity of any potential loss. We reevaluate and update our accruals as matters progress over time.

For the majority of matters, which generally arise out of alleged defects in our products, we establish an accrual based on our extensive historical experience with similar matters. We do not believe there is a reasonably possible outcome materially in excess of our accrual for these matters.

For the remaining matters, where our historical experience with similar matters is of more limited value (i.e., “non-pattern matters”), we evaluate the matters primarily based on the individual facts and circumstances. For non-pattern matters, we evaluate whether there is a reasonable possibility of a material loss in excess of any accrual that can be estimated. Our estimate of reasonably possible loss in excess of our accruals for all material matters currently reflects indirect tax, customs, and regulatory matters, for which we estimate the aggregate risk to be a range of up to about \$2 billion.

As noted, the litigation process is subject to many uncertainties, and the outcome of individual matters is not predictable with assurance. Our assessments are based on our knowledge and experience, but the ultimate outcome of any matter could require payment substantially in excess of the amount that we have accrued and/or disclosed.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 20. COMMITMENTS AND CONTINGENCIES (Continued)****Warranty and Field Service Actions**

We accrue the estimated cost of both base warranty coverages and field service actions at the time of sale. We establish our estimate of base warranty obligations using a patterned estimation model, using historical information regarding the nature, frequency, and average cost of claims for each vehicle line by model year. We establish our estimates of field service action obligations using a patterned estimation model, using historical information regarding the nature, frequency, severity, and average cost of claims for each model year. In addition, from time to time, we issue extended warranties at our expense, the estimated cost of which is accrued at the time of issuance. Warranty and field service action obligations are reported in *Other liabilities and deferred revenue*. We reevaluate the adequacy of our accruals on a regular basis.

We recognize the benefit from a recovery of the costs associated with our warranty and field service actions when specifics of the recovery have been agreed with our supplier and the amount of recovery is virtually certain. Recoveries are reported in *Trade and other receivables, net* and *Other assets*.

The estimate of our future warranty and field service action costs, net of estimated supplier recoveries, for the periods ended March 31 was as follows (in millions):

	First Quarter	
	2022	2023
Beginning balance	\$ 8,451	\$ 9,193
Payments made during the period	(984)	(990)
Changes in accrual related to warranties issued during the period	793	972
Changes in accrual related to pre-existing warranties	21	226
Foreign currency translation and other	38	(117)
Ending balance	<u>\$ 8,319</u>	<u>\$ 9,284</u>

Changes to our estimated costs are reported as changes in accrual related to pre-existing warranties in the table above. Our estimate of reasonably possible costs in excess of our accruals for material field service actions and customer satisfaction actions is a range of up to about \$700 million in the aggregate.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 21. SEGMENT INFORMATION**

We report segment information consistent with the way our chief operating decision maker (“CODM”) evaluates the operating results and performance of the Company.

On January 1, 2023, we implemented a new operating model and reporting structure. As a result of this change, we analyze the results of our business through the following segments: Ford Blue, Ford Model e, and Ford Pro (combined, replacing the previous Automotive segment), Ford Next (previously the Mobility segment), and Ford Credit. Company adjusted earnings before interest and taxes (“EBIT”) include the financial results of these five reportable segments and Corporate Other, and net income comprises the financial results of the five reportable segments and Corporate Other, as well as Interest on Debt, Special Items, and Taxes.

Additionally, past service pension and OPEB income and expense plus related assets, previously reported in the Automotive segment, have been realigned to Corporate Other.

Prior period amounts were adjusted retrospectively to reflect each of the above changes.

Below is a description of our reportable segments and other activities.

**Ford Blue Segment**

Ford Blue primarily includes the sale of Ford and Lincoln internal combustion engine (“ICE”) and hybrid vehicles, service parts, accessories, and digital services for retail customers, together with the associated costs of development, manufacture, and distribution of the vehicles, parts, accessories, and services. This segment focuses on developing Ford and Lincoln ICE and hybrid vehicles. Additionally, this segment provides hardware engineering and manufacturing capabilities to Ford Model e and manufactures vehicles on behalf of Ford Pro and, in certain cases, Ford Model e. Ford Blue also includes:

- All sales for markets not presently in scope for Ford Model e or Ford Pro (as further described below)
- In markets outside of the United States and Canada, sales to commercial, government, and rental customers of ICE and hybrid vehicles not considered core to Ford Pro
- Sales of electric vehicles (“EVs”) by our unconsolidated affiliates in China
- All sales of vehicles manufactured and sold to other OEMs

**Ford Model e Segment**

Ford Model e primarily includes the sale of our electric vehicles, service parts, accessories, and digital services for retail customers, together with the associated costs of development, manufacture, and distribution of the vehicles, parts, accessories, and services. This segment focuses on developing EV and digital vehicle technologies, as well as software development. Additionally, Ford Model e provides software and connected vehicle technologies on behalf of the enterprise, and manufactures certain EVs, including for Ford Pro. Ford Model e operates in North America, Europe, and China. Ford Model e also includes EV and related sales not considered core to Ford Pro to commercial, government, and rental customers in Europe, China, and Mexico.

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 21. SEGMENT INFORMATION (Continued)**

**Ford Pro Segment**

Ford Pro primarily includes the sale of Ford and Lincoln vehicles, service parts, accessories, and services for commercial, government, and rental customers. Included in this segment are sales of all core Ford Pro vehicles, such as Super Duty and the Transit range of vans in North America and Europe and all sales of Ranger in Europe. In the United States and Canada, Ford Pro also includes all vehicle sales to commercial, government, and rental customers. This segment focuses on selling ICE, hybrid, and electric vehicles, and providing digital and physical services to optimize and maintain fleets, including telematics and EV charging solutions. This segment reflects external sales of vehicles produced by Ford Blue and Ford Model e, and the costs (including intersegment markup) associated with acquiring vehicles for sale and providing services are reflected in this segment. Ford Pro operates in North America and Europe.

**Ford Next Segment**

The Ford Next segment (formerly the Mobility segment) primarily includes expenses and investments for emerging business initiatives aimed at creating value for Ford in vehicle-adjacent market segments.

**Ford Credit Segment**

The Ford Credit segment is comprised of the Ford Credit business on a consolidated basis, which is primarily vehicle-related financing and leasing activities.

**Corporate Other**

Corporate Other primarily includes corporate governance expenses, past service pension and OPEB income and expense, interest income (excluding Ford Credit interest income and interest earned on our extended service contract portfolio) and gains and losses from our cash, cash equivalents, and marketable securities (excluding gains and losses on investments in equity securities), and foreign exchange derivatives gains and losses associated with intercompany lending. Corporate governance expenses are primarily administrative, delivering benefit on behalf of the global enterprise, that are not allocated to operating segments. These include expenses related to setting and directing global policy, providing oversight and stewardship, and promoting the Company's interests. Corporate Other assets include: cash, cash equivalents and marketable securities, tax related assets, defined benefit pension plan net assets, and other assets managed centrally.

**Interest on Debt**

Interest on Debt is presented as a separate reconciling item and consists of interest expense on Company debt excluding Ford Credit.

**Special Items**

Special Items are presented as a separate reconciling item. They consist of (i) pension and OPEB remeasurement gains and losses, (ii) gains and losses on investments in equity securities, (iii) significant personnel expenses, supplier- and dealer-related costs, and facility-related charges stemming from our efforts to match production capacity and cost structure to market demand and changing model mix, and (iv) other items that we do not necessarily consider to be indicative of earnings from ongoing operating activities. Our management ordinarily excludes these items from its review of the results of the operating segments for purposes of measuring segment profitability and allocating resources. We also report these special items separately to help investors track amounts related to these activities and to allow investors analyzing our results to identify certain infrequent significant items that they may wish to exclude when considering the trend of ongoing operating results.



**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 21. SEGMENT INFORMATION (Continued)****Segment Revenue, Cost, and Asset Principles for Ford Blue, Ford Model e, and Ford Pro**

External vehicle and digital services revenue is generally vehicle-specific and included in the segment responsible for the external vehicle sale. A majority of parts and accessories revenue and cost is attributed to customer sales channels or vehicle lines based on recent end customer sales and is included in the respective segment.

In the normal course of business, Ford Blue, Ford Model e, and Ford Pro transact between segments and cooperate to leverage synergies, including developing and manufacturing vehicles on behalf of another segment. When one segment produces a vehicle that is sold externally by another segment, an intersegment transaction occurs. The producing segment will report intersegment revenue to recoup the costs associated with the unit produced. This includes material cost, labor and overhead (including depreciation and amortization), inbound freight, and an intersegment markup. The intersegment markup amount is set to deliver a competitive return to the producing segment for its manufacturing and distribution service. Costs are reflected in the associated segment externally reporting the vehicle sale, as detailed in the table below:

<b>Income Statement Elements</b>	<b>Examples</b>	<b>Segment Reporting</b>
Costs specific to a particular vehicle	Bill of material cost and initial warranty accrual	Reported in the segment externally selling the vehicle
Costs identifiable by product line	Manufacturing and logistics costs, depreciation & amortization expense, direct research & development costs	Typically identifiable to the product line or production location. Reported in the segment externally selling the vehicle, based on relative volume
Shared costs	Selling, general & administrative expense, and indirect / cross product line research & development costs	Typically shared across all segments, generally based on relative volume. Certain costs clearly linked to a segment are reported in the specific segment
Intersegment markup costs for intersegment vehicle transactions	Contract manufacturing and distribution fees	Reported in the segment externally selling the vehicle, for each applicable vehicle transaction

Assets are reported in each segment, aligned to the appropriate operational responsibility. Manufacturing assets, e.g., our plants and the machinery and equipment therein, are included in our Ford Blue and Ford Model e segments. Manufacturing assets producing only, or primarily, EVs and related components are reflected in Ford Model e. Manufacturing assets that support the production of ICE and hybrid vehicles, including those producing ICE and electric in the same facility, are included in Ford Blue. Vendor tooling dedicated to producing EV parts is reported in Ford Model e. There are no Ford manufacturing assets or vendor tooling reported in Ford Pro. Regardless of the segment reporting the asset, depreciation and amortization expense is reflected on the basis of production volume and reported in the segment that reports the external vehicle sale.

*Equity in net income/(loss) of affiliated companies* is included in *Income/(Loss) before income taxes*, based primarily on which segment the entity supports or has the majority of the entity's purchases or sales. The table below shows the segment reporting for our most significant unconsolidated entities:

Ford Blue

- Changan Ford Automobile Corporation, Ltd. ("CAF")
- Jiangling Motors Corporation, Ltd. ("JMC")
- AutoAlliance (Thailand) Co., Ltd. ("AAT")

Ford Model e

- BlueOval SK, LLC

Ford Pro

- Ford Otomotiv Sanayi Anonim Sirketi ("Ford Otosan")

**FORD MOTOR COMPANY AND SUBSIDIARIES**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 21. SEGMENT INFORMATION (Continued)**

Key financial information for the periods ended or at March 31 was as follows (in millions):

	Ford Blue	Ford Model e	Ford Pro	Ford Next	Ford Credit	Corporate Other	Interest on Debt	Special Items	Eliminations/ Adjustments	Total
<b>First Quarter 2022</b>										
External Revenues	\$ 20,810	\$ 972	\$ 10,324	\$ 84	\$ 2,281	\$ 5	\$ —	\$ —	\$ —	\$ 34,476
Intersegment Revenues (a)	7,254	27	—	—	—	—	—	—	(7,281)	—
Total Revenues	<u>\$ 28,064</u>	<u>\$ 999</u>	<u>\$ 10,324</u>	<u>\$ 84</u>	<u>\$ 2,281</u>	<u>\$ 5</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ (7,281)</u>	<u>\$ 34,476</u>
Income/(Loss) before income taxes	\$ 1,328	\$ (380)	\$ 491	\$ (242)	\$ 928	\$ 201	\$ (308)	\$ (5,866) (b)	\$ —	\$ (3,848)
Equity in net income/ (loss) of affiliated companies	56	(2)	85	(75)	6	1	—	(104) (c)	—	(33)
Total assets	58,329	2,951	1,679	3,501	132,582	54,608	—	—	(664) (d)	252,986
	Ford Blue	Ford Model e	Ford Pro	Ford Next	Ford Credit	Corporate Other	Interest on Debt	Special Items	Eliminations/ Adjustments	Total
<b>First Quarter 2023</b>										
External Revenues	\$ 25,124	\$ 707	\$ 13,249	\$ 1	\$ 2,389	\$ 4	\$ —	\$ —	\$ —	\$ 41,474
Intersegment Revenues (a)	9,177	9	—	—	—	—	—	—	(9,186)	—
Total Revenues	<u>\$ 34,301</u>	<u>\$ 716</u>	<u>\$ 13,249</u>	<u>\$ 1</u>	<u>\$ 2,389</u>	<u>\$ 4</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ (9,186)</u>	<u>\$ 41,474</u>
Income/(loss) before income taxes	\$ 2,623	\$ (722)	\$ 1,366	\$ (44)	\$ 303	\$ (147)	\$ (308)	\$ (912) (e)	\$ —	\$ 2,159
Equity in net income/ (loss) of affiliated companies	55	(3)	117	(12)	7	—	—	(34)	—	130
Total assets	57,990	7,242	2,668	371	138,225	52,427	—	—	(2,123) (d)	256,800

(a) Intersegment revenues only reflect finished vehicle transactions between Ford Blue, Ford Model e, and Ford Pro where there is an intersegment markup and are recognized at the time of the intersegment transaction.

(b) Primarily reflects gains/(losses) on our Rivian investment.

(c) Primarily reflects the full impairment of our Ford Sollers Netherlands B.V. (the parent company of our joint venture in Russia) equity method investment, resulting from the ongoing regulatory and economic uncertainty in Russia.

(d) Primarily includes eliminations of intersegment transactions occurring in the ordinary course of business.

(e) Primarily reflects restructuring actions in Europe and China and mark-to-market adjustments for our global pension and OPEB plans.

## ITEM 2. Management's Discussion and Analysis of Financial Condition and Results of Operations.

### RESULTS OF OPERATIONS

In the first quarter of 2023, the net income attributable to Ford Motor Company was \$1,757 million, and Company adjusted EBIT was \$3,379 million.

Net income/(loss) includes certain items ("special items") that are excluded from Company adjusted EBIT. These items are discussed in more detail in Note 21 of the Notes to the Financial Statements. We report special items separately to allow investors analyzing our results to identify certain infrequent significant items that they may wish to exclude when considering the trend of ongoing operating results. Our pre-tax and tax special items were as follows (in millions):

	First Quarter	
	2022	2023
<b>Restructuring</b>		
Europe	\$ (22)	\$ (370)
China	—	(309)
Ford Credit - Brazil	(119)	—
Other	(36)	12
Subtotal Restructuring	\$ (177)	\$ (667)
<b>Pension and OPEB Gain/(Loss)</b>		
Pension and OPEB remeasurement	\$ —	\$ (113)
Pension settlements and curtailments	—	(46)
Subtotal Pension and OPEB Gain/(Loss)	\$ —	\$ (159)
<b>Other Items</b>		
Gain/(loss) on Rivian investment	\$ (5,449)	\$ (25)
Russia suspension of operations/asset write-off	(138)	—
Patent matters related to prior calendar years	(135)	—
Other	33	(61)
Subtotal Other Items	\$ (5,689)	\$ (86)
Total EBIT Special Items	\$ (5,866)	\$ (912)
Provision for/(Benefit from) tax special items (a)	\$ (1,192)	\$ (144)

(a) Includes related tax effect on special items and tax special items.

We recorded \$912 million of pre-tax special item charges in the first quarter of 2023, driven primarily by restructuring actions in Europe and China.

In Note 21 of the Notes to the Financial Statements, special items are reflected as a separate reconciling item, as opposed to being allocated among our segments. This reflects the fact that management excludes these items from its review of operating segment results for purposes of measuring segment profitability and allocating resources.

## COMPANY KEY METRICS

The table below shows our first quarter 2023 key metrics for the Company, compared to a year ago.

	First Quarter		
	2022	2023	H / (L)
<b>GAAP Financial Measures</b>			
Cash Flows from Operating Activities (\$B)	\$ (1.1)	\$ 2.8	\$ 3.9
Revenue (\$M)	34,476	41,474	20 %
Net Income/(Loss) (\$M)	(3,110)	1,757	\$ 4,867
Net Income/(Loss) Margin (%)	(9.0)%	4.2 %	13.2 pts
EPS (Diluted)	\$ (0.78)	\$ 0.44	\$ 1.22

### Non-GAAP Financial Measures (a)

Company Adj. Free Cash Flow (\$B)	\$ (0.6)	\$ 0.7	\$ 1.3
Company Adj. EBIT (\$M)	2,326	3,379	1,053
Company Adj. EBIT Margin (%)	6.7 %	8.1 %	1.4 pts
Adjusted EPS (Diluted)	\$ 0.38	\$ 0.63	\$ 0.25
Adjusted ROIC (Trailing Four Quarters)	7.8 %	13.5 %	5.8 pts

(a) See *Non-GAAP Financial Measure Reconciliations* section for reconciliation to GAAP.

In the first quarter of 2023, our diluted earnings per share of Common and Class B Stock was \$0.44, and our diluted adjusted earnings per share was \$0.63.

Net income/(loss) margin was 4.2% in the first quarter of 2023, up 13.2 percentage points from a year ago. Company adjusted EBIT margin was 8.1% in the first quarter of 2023, up 1.4 percentage points from a year ago.

The year-over-year increase of \$4.9 billion in net income/(loss) in the first quarter of 2023 was driven by the non-recurrence of a mark-to-market loss on our Rivian investment (included in special items in the first quarter of 2022) and higher Ford Blue and Ford Pro EBIT. The year-over-year increase of \$1.1 billion in Company adjusted EBIT was driven by higher Ford Blue and Ford Pro EBIT as well as a lower loss in Ford Next. Partial offsets included lower Ford Credit EBT, lower past service pension and OPEB income in Corporate Other, and lower Ford Model e EBIT.

The table below shows our first quarter 2023 net income/(loss) attributable to Ford and Company adjusted EBIT by segment.

	First Quarter		
	2022	2023	H / (L)
Ford Blue	\$ 1,328	\$ 2,623	\$ 1,295
Ford Model e	(380)	(722)	(342)
Ford Pro	491	1,366	875
Ford Next	(242)	(44)	198
Ford Credit	928	303	(625)
Corporate Other	201	(147)	(348)
Company Adjusted EBIT (a)	2,326	3,379	1,053
Interest on Debt	(308)	(308)	—
Special Items	(5,866)	(912)	(4,954)
Taxes / Noncontrolling Interests	738	(402)	1,140
Net Income/(Loss)	\$ (3,110)	\$ 1,757	\$ 4,867

(a) See *Non-GAAP Financial Measure Reconciliations* section for reconciliation to GAAP.

Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations (Continued)

The tables below and on the following pages provide first quarter 2023 key metrics and the change in first quarter 2023 EBIT compared with first quarter 2022 by causal factor for each of our segments. For a description of these causal factors, see *Definitions and Information Regarding Ford Blue, Ford Model e, Ford Pro Causal Factors*.

**Ford Blue Segment**

Key Metrics	First Quarter		
	2022	2023	H / (L)
Wholesale Units (000) (a)	663	706	43
Revenue (\$M)	\$ 20,810	\$ 25,124	\$ 4,314
EBIT (\$M)	1,328	2,623	1,295
EBIT Margin (%)	6.4%	10.4%	4.1 pts

(a) Includes Ford and Lincoln brand and JMC brand vehicles produced and sold in China by our unconsolidated affiliates (about 128,000 units in Q1 2022 and 97,000 units in Q1 2023).

**Change in EBIT by Causal Factor (in millions)**

First Quarter 2022 EBIT	\$ 1,328
Volume / Mix	2,230
Net Pricing	116
Cost	(1,011)
Exchange	(133)
Other	93
<b>First Quarter 2023 EBIT</b>	<b>\$ 2,623</b>

In the first quarter of 2023, Ford Blue's wholesales increased 6% from a year ago, driven by improvements in production-related supply constraints (including semiconductors). First quarter 2023 revenue increased 21%, driven by favorable mix as well as higher wholesales and net pricing, offset partially by weaker currencies.

Ford Blue's first quarter 2023 EBIT was \$2.6 billion, an increase of \$1.3 billion from a year ago, with an EBIT margin of 10.4%. The higher EBIT was driven by favorable mix as well as higher wholesales and net pricing. Partial offsets included inflationary cost increases on commodities, materials, and freight, higher material costs for new products, as well as higher volume-related structural costs, weaker currencies, and higher warranty costs.

## Ford Model e Segment

Key Metrics	First Quarter		
	2022	2023	H / (L)
Wholesale Units (000)	18	12	(6)
Revenue (\$M)	\$ 972	\$ 707	\$ (265)
EBIT (\$M)	(380)	(722)	(342)
EBIT Margin (%)	(39.1)%	(102.1)%	(63.0) ppts

### Change in EBIT by Causal Factor (in millions)

First Quarter 2022 EBIT	\$	(380)
Volume / Mix		(42)
Net Pricing		7
Cost		(380)
Exchange		34
Other		39
<b>First Quarter 2023 EBIT</b>	<b>\$</b>	<b>(722)</b>

In the first quarter of 2023, Ford Model e's wholesales decreased 32% from a year ago, driven by downtime at the Cuautitlan assembly plant for changes to increase production capacity of Mustang Mach-E. First quarter 2023 revenue decreased 27%, primarily driven by lower wholesales, offset partially by favorable mix.

Ford Model e's first quarter 2023 EBIT loss was \$722 million, a \$342 million higher loss than a year ago, with an EBIT margin of negative 102.1%. The lower EBIT was driven by higher engineering and spending-related expense, inflationary cost increases on commodities and materials, and lower wholesales.

## Ford Pro Segment

Key Metrics	First Quarter		
	2022	2023	H / (L)
Wholesale Units (000) (a)	285	337	53
Revenue (\$M)	\$ 10,324	\$ 13,249	\$ 2,925
EBIT (\$M)	491	1,366	875
EBIT Margin (%)	4.8%	10.3%	5.6 ppts

(a) Includes Ford brand vehicles produced and sold by our unconsolidated affiliate Ford Otosan in Türkiye (about 13,000 units in Q1 2022 and 22,000 units in Q1 2023).

### Change in EBIT by Causal Factor (in millions)

First Quarter 2022 EBIT	\$	491
Volume / Mix		497
Net Pricing		1,505
Cost		(1,025)
Exchange		(58)
Other		(44)
<b>First Quarter 2023 EBIT</b>	<b>\$</b>	<b>1,366</b>

In the first quarter of 2023, Ford Pro's wholesales increased 18% from a year ago, driven by improvements in production-related supply constraints (including semiconductors). First quarter 2023 revenue increased 28%, driven by higher net pricing and wholesales, offset partially by weaker currencies.

Ford Pro's first quarter 2023 EBIT was \$1.4 billion, an increase of \$875 million from a year ago, with an EBIT margin of 10.3%. The improvement in EBIT was driven by higher net pricing and wholesales. Partial offsets included inflationary cost increases (including commodities), new Super Duty product and launch expense, as well as higher volume-related structural costs, weaker currencies, and higher warranty costs.

*Definitions and Information Regarding Ford Blue, Ford Model e, Ford Pro Causal Factors*

In general, we measure year-over-year change in Ford Blue, Ford Model e, and Ford Pro EBIT using the causal factors listed below, with net pricing and cost variances calculated at present-period volume and mix and exchange:

- *Market Factors* (exclude the impact of unconsolidated affiliate wholesale units):
  - *Volume and Mix* – primarily measures EBIT variance from changes in wholesale unit volumes (at prior-year average contribution margin per unit) driven by changes in industry volume, market share, and dealer stocks, as well as the EBIT variance resulting from changes in product mix, including mix among vehicle lines and mix of trim levels and options within a vehicle line
  - *Net Pricing* – primarily measures EBIT variance driven by changes in wholesale unit prices to dealers and marketing incentive programs such as rebate programs, low-rate financing offers, special lease offers, and stock adjustments on dealer inventory
- *Cost:*
  - *Contribution Costs* – primarily measures EBIT variance driven by per-unit changes in cost categories that typically vary with volume, such as material costs (including commodity and component costs), warranty expense, and freight and duty costs
  - *Structural Costs* – primarily measures EBIT variance driven by absolute change in cost categories that typically do not have a directly proportionate relationship to production volume. Structural costs include the following cost categories:
    - *Manufacturing, Including Volume-Related* – consists primarily of costs for hourly and salaried manufacturing personnel, plant overhead (such as utilities and taxes), and new product launch expense. These costs could be affected by volume for operating pattern actions such as overtime, line-speed, and shift schedules
    - *Engineering and Connectivity* – consists primarily of costs for vehicle and software engineering personnel, prototype materials, testing, and outside engineering and software services
    - *Spending-Related* – consists primarily of depreciation and amortization of our manufacturing and engineering assets and capital project expense, but also includes asset retirements and operating leases
    - *Advertising and Sales Promotions* – includes costs for advertising, marketing programs, brand promotions, customer mailings and promotional events, and auto shows
    - *Administrative, Information Technology, and Selling* – includes primarily costs for salaried personnel and purchased services related to our staff activities, information technology, and selling functions
- *Exchange* – primarily measures EBIT variance driven by one or more of the following: (i) transactions denominated in currencies other than the functional currencies of the relevant entities, (ii) effects of converting functional currency income to U.S. dollars, (iii) effects of remeasuring monetary assets and liabilities of the relevant entities in currencies other than their functional currency, or (iv) results of our foreign currency hedging
- *Other* – includes a variety of items, such as parts and services earnings, royalties, government incentives, and compensation-related changes

In addition, definitions and calculations used in this report include:

- *Wholesales and Revenue* – wholesale unit volumes include all Ford and Lincoln badged units (whether produced by Ford or by an unconsolidated affiliate) that are sold to dealerships or others, units manufactured by Ford that are sold to other manufacturers, units distributed by Ford for other manufacturers, and local brand units produced by our China joint venture, Jiangling Motors Corporation, Ltd. ("JMC"), that are sold to dealerships or others. Vehicles sold to daily rental car companies that are subject to a guaranteed repurchase option (i.e., rental repurchase), as well as other sales of finished vehicles for which the recognition of revenue is deferred (e.g., consignments), also are included in wholesale unit volumes. Revenue from certain vehicles in wholesale unit volumes (specifically, Ford badged vehicles produced and distributed by our unconsolidated affiliates, as well as JMC brand vehicles) are not included in our revenue. Excludes transactions between Ford Blue, Ford Model e, and Ford Pro segments
- *Industry Volume and Market Share* – based, in part, on estimated vehicle registrations; includes medium and heavy duty trucks
- *SAAR* – seasonally adjusted annual rate

**Ford Next Segment**

The Ford Next segment (formerly Mobility) primarily includes expenses and investments for emerging business initiatives aimed at creating value for Ford in vehicle-adjacent market segments.

In this segment, our first quarter 2023 EBIT loss was \$44 million, a \$198 million improvement from a year ago. Ford Next has evolved from primarily investing in the development of autonomous vehicle capabilities to focus exclusively on incubating and launching new businesses creating strategic value for Ford.



## Ford Credit Segment

Ford Credit files periodic reports with the SEC that contain additional information regarding Ford Credit. The reports are available through Ford Credit's website located at [www.fordcredit.com/investor-center](http://www.fordcredit.com/investor-center) and can also be found on the SEC's website located at [www.sec.gov](http://www.sec.gov). The foregoing information regarding Ford Credit's website and its content is for convenience only and not deemed to be incorporated by reference into this Report nor filed with the SEC.

The tables below provide first quarter 2023 key metrics and the change in first quarter 2023 EBT compared with first quarter 2022 by causal factor for the Ford Credit segment. For a description of these causal factors, see *Definitions and Information Regarding Ford Credit Causal Factors*.

Key Metrics	First Quarter		
	2022	2023	H / (L)
Total Net Receivables (\$B)	\$ 117	\$ 124	6 %
Loss-to-Receivables (bps) (a)	8	35	27
Auction Values (b)	\$ 34,410	\$ 31,185	(9)%
EBT (\$M)	928	303	\$ (625)
ROE (%)	22 %	8 %	(14) ppts
<u>Other Balance Sheet Metrics</u>			
Debt (\$B)	\$ 116	\$ 120	4 %
Net Liquidity (\$B)	28	26	(8)%
Financial Statement Leverage (to 1)	9.5	9.8	0.3

(a) U.S. retail financing only.

(b) U.S. 36-month off-lease first quarter auction values at Q1 2023 mix.

### Change in EBT by Causal Factor (in millions)

First Quarter 2022 EBT	\$ 928
Volume / Mix	23
Financing Margin	(288)
Credit Loss	(141)
Lease Residual	(139)
Exchange	(8)
Other	(72)
<b>First Quarter 2023 EBT</b>	<b>\$ 303</b>

Ford Credit's total net receivables of \$124 billion were \$7 billion higher than a year ago, reflecting the impact of increased non-consumer financing and consumer financing, partially offset by fewer operating leases. The loss-to-receivables ("LTR") ratio remained at a low level in the first quarter of 2023, at 35 basis points, though higher than a year ago as losses begin to normalize from historic lows. U.S. auction values in the first quarter of 2023 were lower compared to a year ago.

Ford Credit's first quarter 2023 EBT of \$303 million was \$625 million lower than a year ago, primarily reflecting lower financing margin due to higher borrowing costs, higher credit losses, the non-recurrence of credit loss reserve releases, unfavorable lease residual performance, the non-recurrence of market valuation gains, and unfavorable market valuation adjustments to derivatives (included in Other).

*Definitions and Information Regarding Ford Credit Causal Factors*

In general, we measure year-over-year changes in Ford Credit's EBT using the causal factors listed below:

- *Volume and Mix:*
  - Volume primarily measures changes in net financing margin driven by changes in average net receivables excluding the allowance for credit losses at prior period financing margin yield (defined below in financing margin) at prior period exchange rates. Volume changes are primarily driven by the volume of new and used vehicles sold and leased, the extent to which Ford Credit purchases retail financing and operating lease contracts, the extent to which Ford Credit provides wholesale financing, the sales price of the vehicles financed, the level of dealer inventories, Ford-sponsored special financing programs available exclusively through Ford Credit, and the availability of cost-effective funding
  - Mix primarily measures changes in net financing margin driven by period-over-period changes in the composition of Ford Credit's average net receivables excluding the allowance for credit losses by product within each region
- *Financing Margin:*
  - Financing margin variance is the period-to-period change in financing margin yield multiplied by the present period average net receivables excluding the allowance for credit losses at prior period exchange rates. This calculation is performed at the product and country level and then aggregated. Financing margin yield equals revenue, less interest expense and scheduled depreciation for the period, divided by average net receivables excluding the allowance for credit losses for the same period
  - Financing margin changes are driven by changes in revenue and interest expense. Changes in revenue are primarily driven by the level of market interest rates, cost assumptions in pricing, mix of business, and competitive environment. Changes in interest expense are primarily driven by the level of market interest rates, borrowing spreads, and asset-liability management
- *Credit Loss:*
  - Credit loss is the change in the provision for credit losses at prior period exchange rates. For analysis purposes, management splits the provision for credit losses into net charge-offs and the change in the allowance for credit losses
  - Net charge-off changes are primarily driven by the number of repossessions, severity per repossession, and recoveries. Changes in the allowance for credit losses are primarily driven by changes in historical trends in credit losses and recoveries, changes in the composition and size of Ford Credit's present portfolio, changes in trends in historical used vehicle values, and changes in forward looking macroeconomic conditions. For additional information, refer to the "Critical Accounting Estimates - Allowance for Credit Losses" section of Item 7 of Part II of our 2022 Form 10-K Report
- *Lease Residual:*
  - Lease residual measures changes to residual performance at prior period exchange rates. For analysis purposes, management splits residual performance primarily into residual gains and losses, and the change in accumulated supplemental depreciation
  - Residual gain and loss changes are primarily driven by the number of vehicles returned to Ford Credit and sold, and the difference between the auction value and the depreciated value (which includes both base and accumulated supplemental depreciation) of the vehicles sold. Changes in accumulated supplemental depreciation are primarily driven by changes in Ford Credit's estimate of the expected auction value at the end of the lease term and changes in Ford Credit's estimate of the number of vehicles that will be returned to it and sold. Depreciation on vehicles subject to operating leases includes early termination losses on operating leases due to customer default events. For additional information, refer to the "Critical Accounting Estimates - Accumulated Depreciation on Vehicles Subject to Operating Leases" section of Item 7 of Part II of our 2022 Form 10-K Report
- *Exchange:*
  - Reflects changes in EBT driven by the effects of converting functional currency income to U.S. dollars
- *Other:*
  - Primarily includes operating expenses, other revenue, insurance expenses, and other income/(loss) at prior period exchange rates
  - Changes in operating expenses are primarily driven by salaried personnel costs, facilities costs, and costs associated with the origination and servicing of customer contracts
  - In general, other income/(loss) changes are primarily driven by changes in earnings related to market valuation adjustments to derivatives (primarily related to movements in interest rates) and other miscellaneous items

In addition, the following definitions and calculations apply to Ford Credit when used in this Report:

- *Cash* (as shown in the Funding Structure and Liquidity tables) – Cash, cash equivalents, and marketable securities, excluding amounts related to insurance activities
- *Debt* (as shown in the Key Metrics and Leverage tables) – Debt on Ford Credit's balance sheets. Includes debt issued in securitizations and payable only out of collections on the underlying securitized assets and related enhancements. Ford Credit holds the right to receive the excess cash flows not needed to pay the debt issued by, and other obligations of, the securitization entities that are parties to those securitization transactions
- *Earnings Before Taxes ("EBT")* – Reflects Ford Credit's income before income taxes
- *Loss-to-Receivables ("LTR") Ratio* – LTR ratio is calculated using net charge-offs divided by average finance receivables, excluding unearned interest supplements and the allowance for credit losses
- *Return on Equity ("ROE")* (as shown in the Key Metrics table) – Reflects return on equity calculated by annualizing net income for the period and dividing by monthly average equity for the period
- *Securitization and Restricted Cash* (as shown in the Liquidity table) – Securitization cash is held for the benefit of the securitization investors (for example, a reserve fund). Restricted cash primarily includes cash held to meet certain local governmental and regulatory reserve requirements and cash held under the terms of certain contractual agreements
- *Securitizations* (as shown in the Public Term Funding Plan table) – Public securitization transactions, Rule 144A offerings sponsored by Ford Credit, and widely distributed offerings by Ford Credit Canada
- *Term Asset-Backed Securities* (as shown in the Funding Structure table) – Obligations issued in securitization transactions that are payable only out of collections on the underlying securitized assets and related enhancements
- *Total Net Receivables* (as shown in the Key Metrics table) – Includes finance receivables (retail financing and wholesale) sold for legal purposes and net investment in operating leases included in securitization transactions that do not satisfy the requirements for accounting sale treatment. These receivables and operating leases are reported on Ford Credit's balance sheets and are available only for payment of the debt issued by, and other obligations of, the securitization entities that are parties to those securitization transactions; they are not available to pay the other obligations of Ford Credit or the claims of Ford Credit's other creditors

### **Corporate Other**

Corporate Other primarily includes corporate governance expenses, past service pension and OPEB income and expense, interest income (excluding Ford Credit interest income and interest earned on our extended service contract portfolio) and gains and losses from our cash, cash equivalents, and marketable securities (excluding gains and losses on investments in equity securities), and foreign exchange derivatives gains and losses associated with intercompany lending. Corporate governance expenses are primarily administrative, delivering benefit on behalf of the global enterprise, that are not allocated to operating segments. These include expenses related to setting and directing global policy, providing oversight and stewardship, and promoting the Company's interests. In the first quarter of 2023, Corporate Other had a \$147 million loss, compared with a \$201 million profit a year ago. The loss was driven by lower past service pension and OPEB income, which was partially offset by higher Company excluding Ford Credit interest income due to increases in interest rates (primarily Fed Funds).

### **Interest on Debt**

Interest on Debt, which consists of interest expense on Company debt excluding Ford Credit, was \$308 million in the first quarter of 2023, unchanged from a year ago.

### **Taxes**

Our *Provision for/(Benefit from) income taxes* for the first quarter of 2023 was a provision of \$496 million, resulting in an effective tax rate of 23.0%.

Our first quarter 2023 adjusted effective tax rate, which excludes special items, was 20.8%.

We regularly review our organizational structure and income tax elections for affiliates in non-U.S. and U.S. tax jurisdictions, which may result in changes in affiliates that are included in or excluded from our U.S. tax return. Any future changes to our structure, as well as any changes in income tax laws in the countries that we operate, could cause increases or decreases to our deferred tax balances and related valuation allowances.

**LIQUIDITY AND CAPITAL RESOURCES**

At March 31, 2023, total balance sheet cash, cash equivalents, marketable securities, and restricted cash, including Ford Credit and entities held for sale, was \$39.7 billion.

We consider our key balance sheet metrics to be: (i) Company cash, which includes cash equivalents, marketable securities, and restricted cash, including cash held for sale, excluding Ford Credit's cash, cash equivalents, marketable securities, and restricted cash; and (ii) Company liquidity, which includes Company cash, less restricted cash, and total available committed credit lines, excluding Ford Credit's total available committed credit lines.

**Company excluding Ford Credit**

	December 31, 2022	March 31, 2023
<u>Balance Sheets (\$B)</u>		
Company Cash	\$ 32.3	\$ 28.7
Liquidity	48.0	46.2
Debt	(19.9)	(19.7)
Cash Net of Debt	12.3	9.0
<u>Pension Funded Status (\$B) (a)</u>		
Funded Plans	\$ 4.1	\$ 4.1
Unfunded Plans	(4.3)	(4.3)
Total Global Pension	<u>\$ (0.2)</u>	<u>\$ (0.2)</u>
Total Funded Status OPEB	\$ (4.5)	\$ (4.4)

(a) Balances at March 31, 2023 reflect net funded status at December 31, 2022, updated for service and interest cost; expected return on assets; curtailments, settlements, and associated interim remeasurement (where applicable); separation expense; actual benefit payments; and cash contributions. The discount rate and rate of expected return assumptions are unchanged from year-end 2022.

**Liquidity.** One of our key priorities is to maintain a strong balance sheet, while at the same time having resources available to invest in and grow our business. At March 31, 2023, we had Company cash of \$28.7 billion and liquidity of \$46.2 billion. At March 31, 2023, about 90% of Company cash was held by consolidated entities domiciled in the United States.

To be prepared for an economic downturn, we target an ongoing Company cash balance at or above \$20 billion plus significant additional liquidity above our Company cash target. We expect to have periods when we will be above or below this amount due to: (i) future cash flow expectations, such as for investments in future opportunities, capital investments, debt maturities, pension contributions, or restructuring requirements, (ii) short-term timing differences, and (iii) changes in the global economic environment.

Our Company cash investments primarily include U.S. Department of Treasury obligations, federal agency securities, bank time deposits with investment-grade institutions, investment-grade corporate securities, investment-grade commercial paper, and debt obligations of a select group of non-U.S. governments, non-U.S. governmental agencies, and supranational institutions. The average maturity of these investments is approximately one year and adjusted based on market conditions and liquidity needs. We monitor our Company cash levels and average maturity on a daily basis.

*Material Cash Requirements.* Our material cash requirements include:

- Capital expenditures (for additional information, see the "Changes in Company Cash" section below) and other payments for engineering, software, product development, and implementation of our plans for battery electric vehicles
- Purchase of raw materials and components to support the manufacturing and sale of vehicles (including electric vehicles), parts, and accessories (for additional information, see the Aggregate Contractual Obligations table and the accompanying description of our "Purchase obligations" in the "Liquidity and Capital Resources - Company Excluding Ford Credit" section in Item 7 of our 2022 Form 10-K Report)
- Marketing incentive payments to dealers
- Payments for warranty and field service actions (for additional information, see Note 20 of the Notes to the Financial Statements herein)
- Debt repayments (for additional information, see the Aggregate Contractual Obligations table in the "Liquidity and Capital Resources - Company Excluding Ford Credit" section in Item 7 and Note 19 of the Notes to the Financial Statements in our 2022 Form 10-K Report)
- Discretionary and mandatory payments to our global pension plans (for additional information, see the Aggregate Contractual Obligations table in the "Liquidity and Capital Resources - Company Excluding Ford Credit" section in Item 7 of our 2022 Form 10-K Report, the "Changes in Company Cash" section below, and Note 13 of the Notes to the Financial Statements herein)
- Employee wages, benefits, and incentives
- Operating lease payments (for additional information, see the Aggregate Contractual Obligations table in the "Liquidity and Capital Resources - Company Excluding Ford Credit" section in Item 7 and Note 18 of the Notes to the Financial Statements in our 2022 Form 10-K Report)
- Cash effects related to the restructuring of our business
- Strategic acquisitions and investments to grow our business, including electrification

Subject to approval by our Board of Directors, shareholder distributions in the form of dividend payments and/or a share repurchase program (including share repurchases to offset the anti-dilutive effect of increased shared-based compensation) may require the expenditure of a material amount of cash. Moreover, we may be subject to additional material cash requirements that are contingent upon the occurrence of certain events, e.g., legal contingencies, uncertain tax positions, and other matters.

We plan to utilize our liquidity (as described above) and our cash flows from business operations to fund our material cash requirements.

**Changes in Company Cash.** In managing our business, we classify changes in Company cash into operating and non-operating items. Operating items include: Company adjusted EBIT excluding Ford Credit EBT, capital spending, depreciation and tooling amortization, changes in working capital, Ford Credit distributions, interest on debt, cash taxes, and all other and timing differences (including timing differences between accrual-based EBIT and associated cash flows). Non-operating items include: restructuring costs, changes in Company debt excluding Ford Credit, contributions to funded pension plans, shareholder distributions, and other items (including gains and losses on investments in equity securities, acquisitions and divestitures, equity investments, and other transactions with Ford Credit).

With respect to "Changes in working capital," in general, the Company excluding Ford Credit carries relatively low trade receivables compared with our trade payables because the majority of our wholesales are financed (primarily by Ford Credit) immediately upon the sale of vehicles to dealers, which generally occurs shortly after being produced. In contrast, our trade payables are based primarily on industry-standard production supplier payment terms of about 45 days. As a result, our cash flow deteriorates if wholesale volumes (and the corresponding revenue) decrease while trade payables continue to become due. Conversely, our cash flow improves if wholesale volumes (and the corresponding revenue) increase while new trade payables are generally not due for about 45 days. For example, the suspension of production at most of our assembly plants and lower industry volumes due to COVID-19 in early 2020 resulted in an initial deterioration of our cash flow, while the subsequent resumption of manufacturing operations and return to pre-COVID-19 production levels at most of our assembly plants resulted in a subsequent improvement of our cash flow. Even in normal economic conditions, however, these working capital balances generally are subject to seasonal changes that can impact cash flow. For example, we typically experience cash flow timing differences associated with inventories and payables due to our annual summer and December shutdown periods when production, and therefore inventories and wholesale volumes, are usually at their lowest levels, while payables continue to come due and be paid. The net impact of this typically results in cash outflows from changes in our working capital balances during these shutdown periods.

Our finished product inventory at March 31, 2023 was higher than at December 31, 2022, reflecting higher in-transit and in-plant inventory.

In response to, or in anticipation of, supplier disruptions, we may stockpile certain components or raw materials to help prevent disruption in our production of vehicles. Such actions could have a short-term adverse impact on our cash and increase our inventory. Moreover, in order to secure critical materials for production of electric vehicles, we have entered into and plan to continue to enter into offtake agreements with raw material suppliers and make investments in certain raw material and battery suppliers, including contributing up to \$6.6 billion in capital to BlueOval SK, LLC over a five-year period ending in 2026. Such investments, which are part of our plan to invest over \$50 billion in electric vehicles through 2026, could have an additional adverse impact on our cash in the near-term.

The terms of the offtake agreements we have entered into, and those we may enter into in the future, vary by transaction, though they generally obligate us to purchase a certain percentage or minimum amount of output produced by the counterparty over an agreed upon period of time. The purchase price mechanism included in the offtake agreement is typically based on the market price of the material at the time of delivery. The terms may also include conditions to our obligation to purchase the materials, such as quality or minimum output. Subject to satisfaction of those conditions, we will be obligated to purchase the materials at the cost determined by the purchase price mechanism. As of March 31, 2023, our forecasted expenditures for the maximum quantity that we are committed to purchase under these offtake agreements, subject to certain conditions, total about \$4.3 billion through 2030 based on our present pricing forecast; however, our forecasted prices could fluctuate significantly from period to period, which would result in volatility in the estimate of our overall obligation. In addition, we plan to continue to enter into offtake agreements with raw material suppliers, the costs under which we expect to be significant. Based on the offtake agreements we have entered into thus far, the earliest date by which we could be obligated to purchase any output, subject to satisfaction of the applicable conditions, will be in 2024.

Financial institutions participate in a supply chain finance ("SCF") program that enables our suppliers, at their sole discretion, to sell their Ford receivables (i.e., our payment obligations to the suppliers) to the financial institutions on a non-recourse basis in order to be paid earlier than our payment terms provide. Our suppliers' voluntary inclusion of invoices in the SCF program has no bearing on our payment terms, the amounts we pay, or our liquidity. We have no economic interest in a supplier's decision to participate in the SCF program, and we do not provide any guarantees in connection with it. As of March 31, 2023, the outstanding amount of Ford receivables that suppliers elected to sell to the SCF financial institutions was \$265 million. The amount settled through the SCF program during the first quarter of 2023 was \$452 million.

Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations (Continued)

Changes in Company cash excluding Ford Credit are summarized below (in billions):

	First Quarter	
	2022	2023
<u>Company Excluding Ford Credit</u>		
Company Adjusted EBIT excluding Ford Credit (a)	\$ 1.4	\$ 3.1
Capital spending	\$ (1.3)	\$ (1.8)
Depreciation and tooling amortization	1.3	1.3
Net spending	\$ (0.1)	\$ (0.5)
Receivables	\$ —	\$ 0.4
Inventory	(2.7)	(2.0)
Trade Payables	1.5	0.3
Changes in working capital	\$ (1.2)	\$ (1.2)
Ford Credit distributions	1.0	—
Interest on debt and cash taxes	(0.3)	(0.6)
All other and timing differences	(1.3)	(0.1)
Company adjusted free cash flow (a)	\$ (0.6)	\$ 0.7
Restructuring	\$ (0.1)	\$ —
Changes in debt	(0.3)	(0.2)
Funded pension contributions	(0.2)	(0.1)
Shareholder distributions	(0.4)	(3.2)
All other (b)	(6.2)	(0.7)
Change in cash	\$ (7.8)	\$ (3.6)

(a) See *Non-GAAP Financial Measure Reconciliations* section for reconciliation to GAAP.

(b) 2022 includes a \$5.4B mark-to-market loss on our Rivian investment.

Note: Numbers may not sum due to rounding.

Our first quarter 2023 *Net cash provided by/(used in) operating activities* was positive \$2.8 billion, an increase of \$3.9 billion from a year ago (see page 58 for additional information), driven primarily by higher net income. Company adjusted free cash flow was \$0.7 billion, \$1.3 billion higher than a year ago, driven by higher adjusted EBIT excluding Ford Credit and favorable timing differences, offset partially by lower Ford Credit distributions and higher capital spending.

Capital spending was \$1.8 billion in the first quarter of 2023, an increase of \$0.4 billion from a year ago. We continue to expect full year 2023 capital spending to be in the range of \$8 billion to \$9 billion.

First quarter 2023 working capital impact was \$1.2 billion negative, driven by higher inventory, offset partially by higher trade payables and lower receivables, each compared to December 31, 2022. All other and timing differences were negative \$0.1 billion. Timing differences include differences between accrual-based EBIT and the associated cash flows (e.g., pension and OPEB income or expense; compensation payments; marketing incentive and warranty payments to dealers).

In the first quarter of 2023, we contributed \$125 million to our global funded pension plans. We continue to expect to contribute between \$500 million and \$600 million to our global funded pension plans in 2023.

Shareholder distributions were \$3.2 billion in the first quarter of 2023, all of which was attributable to our regular and supplemental dividend.



*Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations (Continued)*

**Available Credit Lines.** Total Company committed credit lines, excluding Ford Credit, at March 31, 2023 were \$19.3 billion, consisting of \$13.5 billion of our corporate credit facility, \$2.0 billion of our supplemental revolving credit facility, \$1.75 billion of our 364-day revolving credit facility, and \$2.1 billion of local credit facilities. At March 31, 2023, the utilized portion of the corporate credit facility was \$17 million, representing amounts utilized for letters of credit. In addition, \$1.7 billion of committed Company credit lines, excluding Ford Credit, was utilized under local credit facilities for our affiliates as of March 31, 2023.

Our corporate, supplemental, and 364-day revolving credit facilities were amended as of April 26, 2023 to extend the maturity dates of the commitments under each facility. Following the corporate credit facility amendment, \$3.4 billion of commitments mature on April 26, 2026 and \$10.1 billion of commitments mature on April 26, 2028. Following the supplemental revolving credit facility amendment, \$0.1 billion of commitments mature on September 29, 2024 and \$1.9 billion of commitments mature on April 26, 2026. Following the 364-day revolving credit facility amendment, \$1.8 billion of commitments mature on April 24, 2024.

The corporate, supplemental, and 364-day credit agreements include certain sustainability-linked targets, pursuant to which the applicable margin and facility fees may be adjusted if Ford achieves, or fails to achieve, the specified targets related to global manufacturing facility greenhouse gas emissions, renewable electricity consumption, and Ford Europe CO<sub>2</sub> tailpipe emissions.

The corporate credit facility is unsecured and free of material adverse change conditions to borrowing, restrictive financial covenants (for example, interest or fixed-charge coverage ratio, debt-to-equity ratio, and minimum net worth requirements), and credit rating triggers that could limit our ability to obtain funding or trigger early repayment. The corporate credit facility contains a liquidity covenant that requires us to maintain a minimum of \$4 billion in aggregate of domestic cash, cash equivalents, and loaned and marketable securities and/or availability under the corporate credit facility, supplemental revolving credit facility, and 364-day revolving credit facility. The terms and conditions of the supplemental and 364-day revolving credit facilities are consistent with our corporate credit facility. Ford Credit has been designated as a subsidiary borrower under the corporate credit facility and the 364-day revolving credit facility.

Each of the corporate credit facility, supplemental revolving credit facility, and 364-day revolving credit facility include a covenant that requires us to provide guarantees from certain of our subsidiaries in the event that our senior, unsecured, long-term debt does not maintain at least two investment grade ratings from Fitch, Moody's, and S&P. The following subsidiaries have provided unsecured guarantees to the lenders under the credit facilities: Ford Component Sales, LLC; Ford European Holdings Inc.; Ford Global Technologies, LLC; Ford Holdings LLC (the parent company of Ford Credit); Ford International Capital LLC; Ford Mexico Holdings LLC; Ford Motor Service Company; Ford Next LLC; Ford Trading Company, LLC; and Ford Van Dyke Investment Fund, Inc.

**Debt.** As shown in Note 14 of the Notes to the Financial Statements, at March 31, 2023, Company debt excluding Ford Credit was \$19.7 billion. This balance is \$0.2 billion lower than at December 31, 2022.

**Leverage.** We manage Company debt (excluding Ford Credit) levels with a leverage framework that targets investment grade credit ratings through a normal business cycle. The leverage framework includes a ratio of total Company debt (excluding Ford Credit), underfunded pension liabilities, operating leases, and other adjustments, divided by Company adjusted EBIT (excluding Ford Credit EBT), and further adjusted to exclude depreciation and tooling amortization (excluding Ford Credit).

Ford Credit's leverage is calculated as a separate business as described in the "Liquidity and Capital Resources - Ford Credit Segment" section of Item 2. Ford Credit is self-funding and its debt, which is used to fund its operations, is separate from our Company debt excluding Ford Credit.

## Ford Credit Segment

Ford Credit remains well capitalized with a strong balance sheet and funding diversified across platforms and markets. Ford Credit saw sequential improvement in liquidity, securitized funding mix, and financial statement leverage during the quarter and ended the first quarter of 2023 with \$26 billion of liquidity, up \$5 billion from year-end. Ford Credit continues to have robust access to the capital markets, completing \$12 billion of public term issuances through May 1, 2023.

Key elements of Ford Credit's funding strategy include:

- Maintain strong liquidity and funding diversity
- Prudently access public markets
- Continue to leverage retail deposit funding in Europe
- Flexibility to increase ABS mix as needed; preserving assets and committed capacity
- Target financial statement leverage of 9:1 to 10:1
- Maintain self-liquidating balance sheet

Ford Credit's liquidity profile continues to be diverse, robust, and focused on maintaining liquidity levels that meet its business and funding requirements. Ford Credit regularly stress tests its balance sheet and liquidity to ensure that it can continue to meet its financial obligations through economic cycles.

The following table shows funding for Ford Credit's net receivables (in billions):

	March 31, 2022	December 31, 2022	March 31, 2023
<b>Funding Structure</b>			
Term unsecured debt	\$ 55.1	\$ 48.3	\$ 49.3
Term asset-backed securities	47.1	56.4	55.0
Ford Interest Advantage / Retail Deposits	13.3	14.3	15.3
Other	1.7	2.6	2.2
Equity	12.1	11.9	12.2
Adjustments for cash	(11.9)	(11.2)	(10.2)
<b>Total Net Receivables</b>	<b>\$ 117.4</b>	<b>\$ 122.3</b>	<b>\$ 123.8</b>
Securitized Funding as Percent of Total Debt	40.8%	47.4%	46.0%

Net receivables were \$123.8 billion at March 31, 2023 and were funded primarily with term unsecured debt and term asset-backed securities. Securitized funding as a percent of total debt was 46.0% at the end of the first quarter of 2023.

**Public Term Funding Plan.** The following table shows Ford Credit's issuances for full year 2021 and 2022, planned issuances for full year 2023, and its global public term funding issuances through May 1, 2023, excluding short-term funding programs (in billions):

	2021 Actual	2022 Actual	2023 Forecast	Through May 1
Unsecured	\$ 5	\$ 6	\$ 10 - 13	\$ 6
Securitized (a)	9	10	11 - 14	6
<b>Total public</b>	<b>\$ 14</b>	<b>\$ 16</b>	<b>\$ 21 - 27</b>	<b>\$ 12</b>

(a) See Definitions and Information Regarding Ford Credit Causal Factors section.

For 2023, Ford Credit now projects full year public term funding in the range of \$21 billion to \$27 billion.

*Liquidity.* The following table shows Ford Credit's liquidity sources and utilization (in billions):

	March 31, 2022	December 31, 2022	March 31, 2023
<b>Liquidity Sources (a)</b>			
Cash	\$ 11.9	\$ 11.2	\$ 10.2
Committed asset-backed facilities	36.1	37.4	40.5
Other unsecured credit facilities	2.8	2.3	2.5
Total liquidity sources	\$ 50.8	\$ 50.9	\$ 53.2
<b>Utilization of Liquidity (a)</b>			
Securitization and restricted cash	\$ (3.0)	\$ (2.9)	\$ (3.0)
Committed asset-backed facilities	(17.0)	(26.6)	(24.0)
Other unsecured credit facilities	(0.4)	(0.8)	(0.4)
Total utilization of liquidity	\$ (20.4)	\$ (30.3)	\$ (27.4)
Gross liquidity	\$ 30.4	\$ 20.6	\$ 25.8
Asset-backed capacity in excess of eligible receivables and other adjustments	(2.0)	0.4	0.2
Net liquidity available for use	\$ 28.4	\$ 21.0	\$ 26.0

(a) See Definitions and Information Regarding Ford Credit Causal Factors section.

Ford Credit's net liquidity available for use will fluctuate quarterly based on factors including near-term debt maturities, receivable growth and decline, and timing of funding transactions. At March 31, 2023, Ford Credit's net liquidity available for use was \$26 billion, \$5 billion higher than year-end 2022, reflecting strong access to public funding markets and the addition of \$3.1 billion in committed asset-backed capacity. At March 31, 2023, Ford Credit's liquidity sources, including cash, committed asset-backed facilities, and unsecured credit facilities, totaled \$53.2 billion, up \$2.3 billion from year-end 2022.

*Material Cash Requirements.* Ford Credit's material cash requirements include: (1) the purchase of retail financing and operating lease contracts from dealers and providing wholesale financing for dealers to finance new and used vehicles; and (2) debt repayments (for additional information on debt, see the "Aggregate Contractual Obligations" table in the "Liquidity and Capital Resources - Company Excluding Ford Credit" section in Item 7 and Note 19 of the Notes to the Financial Statements in our 2022 Form 10-K Report). In addition, subject to approval by Ford Credit's Board of Directors, shareholder distributions may require the expenditure of a material amount of cash. Moreover, Ford Credit may be subject to additional material cash requirements that are contingent upon the occurrence of certain events, e.g., legal contingencies, uncertain tax positions, and other matters.

Ford Credit plans to utilize its liquidity (as described above) and its cash flows from business operations to fund its material cash requirements.

*Funding and Liquidity Risks.* Ford Credit's funding plan is subject to risks and uncertainties, many of which are beyond its control, including disruption in the capital markets, that could impact both unsecured debt and asset-backed securities issuance and the effects of regulatory changes on the financial markets. Refer to the "Liquidity - Ford Credit Segment - Funding and Liquidity Risks" section of Item 7 of Part II of our 2022 Form 10-K Report for more information.

Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations (Continued)

**Leverage.** Ford Credit uses leverage, or the debt-to-equity ratio, to make various business decisions, including evaluating and establishing pricing for finance receivable and operating lease financing, and assessing its capital structure.

The table below shows the calculation of Ford Credit's financial statement leverage (in billions):

	March 31, 2022	December 31, 2022	March 31, 2023
<b>Leverage Calculation</b>			
Debt	\$ 115.5	\$ 119.0	\$ 119.6
Equity (a)	12.1	11.9	12.2
Financial statement leverage (to 1)	9.5	10.0	9.8

(a) Total shareholder's interest reported on Ford Credit's balance sheets.

Ford Credit plans its leverage by considering market conditions and the risk characteristics of its business. At March 31, 2023, Ford Credit's financial statement leverage was 9.8:1. Ford Credit targets financial statement leverage in the range of 9:1 to 10:1.

## Total Company

**Pension Plans - Funded Balances.** As of March 31, 2023, our total Company pension underfunded status reported on our consolidated balance sheets was \$0.2 billion and reflects the net funded status at December 31, 2022, updated for: service and interest cost; expected return on assets; curtailments, settlements, and associated interim remeasurement (where applicable); separation expense; actual benefit payments; and cash contributions. For plans without interim remeasurement, the discount rate and rate of expected return assumptions are unchanged from year-end 2022.

**Return on Invested Capital ("ROIC").** We analyze total Company performance using an adjusted ROIC financial metric based on an after-tax, rolling four quarter average. The following table contains the calculation of our ROIC for the periods shown (in billions):

	Four Quarters Ending	
	March 31, 2022	March 31, 2023
<b>Adjusted Net Operating Profit/(Loss) After Cash Tax</b>		
Net income/(loss) attributable to Ford	\$ 11.6	\$ 2.9
Add: Noncontrolling interest	—	(0.3)
Less: Income tax	1.5	(0.4)
Add: Cash tax	(0.6)	(0.9)
Less: Interest on debt	(1.6)	(1.3)
Less: Total pension/OPEB income/(cost)	4.8	(0.1)
Add: Pension/OPEB service costs	(1.1)	(0.9)
Net operating profit/(loss) after cash tax	\$ 5.2	\$ 2.6
Less: Special items (excl. pension/OPEB) pre-tax	(0.4)	(6.6)
Adjusted net operating profit/(loss) after cash tax	\$ 5.6	\$ 9.2
<b>Invested Capital</b>		
Equity	\$ 45.1	\$ 42.2
Debt (excl. Ford Credit)	20.1	19.7
Net pension and OPEB liability	5.8	4.6
Invested capital (end of period)	\$ 70.9	\$ 66.5
Average invested capital	\$ 72.7	\$ 68.2
ROIC (a)	7.2%	3.8%
Adjusted ROIC (Non-GAAP) (b)	7.8%	13.5%

(a) Calculated as the sum of net operating profit/(loss) after cash tax from the last four quarters, divided by the average invested capital over the last four quarters.

(b) Calculated as the sum of adjusted net operating profit/(loss) after cash tax from the last four quarters, divided by the average invested capital over the last four quarters.

Note: Numbers may not sum due to rounding.

**CREDIT RATINGS**

Our short-term and long-term debt is rated by four credit rating agencies designated as nationally recognized statistical rating organizations ("NRSROs") by the U.S. Securities and Exchange Commission: DBRS, Fitch, Moody's, and S&P.

In several markets, locally recognized rating agencies also rate us. A credit rating reflects an assessment by the rating agency of the credit risk associated with a corporate entity or particular securities issued by that entity. Rating agencies' ratings of us are based on information provided by us and other sources. Credit ratings are not recommendations to buy, sell, or hold securities and are subject to revision or withdrawal at any time by the assigning rating agency. Each rating agency may have different criteria for evaluating company risk and, therefore, ratings should be evaluated independently for each rating agency.

There have been no rating actions taken by these NRSROs since the filing of our 2022 Form 10-K Report.

The following table summarizes certain of the credit ratings and outlook presently assigned by these four NRSROs:

	NRSRO RATINGS						
	Ford			Ford Credit			NRSROs
	Issuer Default / Corporate / Issuer Rating	Long-Term Senior Unsecured	Outlook / Trend	Long-Term Senior Unsecured	Short-Term Unsecured	Outlook / Trend	Minimum Long-Term Investment Grade Rating
DBRS	BB (high)	BB (high)	Positive	BB (high)	R-4	Positive	BBB (low)
Fitch	BB+	BB+	Positive	BB+	B	Positive	BBB-
Moody's	N/A	Ba2	Stable	Ba2	NP	Stable	Baa3
S&P	BB+	BB+	Positive	BB+	B	Positive	BBB-

**OUTLOOK**

We provided 2023 Company guidance in our earnings release furnished on Form 8-K dated May 2, 2023. Our actual results could differ materially from our guidance due to risks, uncertainties, and other factors, including those set forth in "Risk Factors" in Item 1A of our 2022 Form 10-K Report and as updated by our subsequent filings with the SEC.

	<b>2023 Guidance</b>
<b>Total Company</b>	
Adjusted EBIT (a)	\$9 - \$11 billion
Adjusted Free Cash Flow (a)	About \$6 billion
Capital spending	\$8 - \$9 billion
<b>Ford Credit</b>	
EBT	About \$1.3 billion

(a) When we provide guidance for adjusted EBIT and adjusted free cash flow, we do not provide guidance for the most comparable GAAP measures because, as described in more detail below in "Non-GAAP Measures That Supplement GAAP Measures," they include items that are difficult to predict with reasonable certainty.

For full-year 2023, we continue to expect adjusted EBIT of \$9 billion to \$11 billion and adjusted free cash flow of about \$6 billion.

On a segment basis, we expect:

- Ford Blue to deliver full-year EBIT of about \$7 billion. Cost improvements and higher industry volumes will likely be offset partially by pricing headwinds, as inventory stocks continue to normalize and industry incentives rise throughout the year, along with adverse exchange.
- Ford Model e to report an EBIT loss of around \$3 billion, largely reflecting disciplined investments in new products and capacity.
- Ford Pro's EBIT to nearly double from full-year 2022 to around \$6 billion. The gain is driven by improved pricing and volume, including the benefits from the launch of our all-new Super Duty.
- Ford Credit EBT to be about \$1.3 billion.

Our outlook for 2023 assumes the headwinds and tailwinds below.

**Headwinds:**

- Global economic uncertainty
- Higher industrywide customer incentives as vehicle supply and demand rebalances
- Lower past service pension income and exchange
- Growth-related investments (e.g., customer experience, connected services, and capital expenditures)

**Tailwinds:**

- Improvement in the supply chain and higher industry volume with a seasonally adjusted annual rate ("SAAR") of about 15 million in the United States and about 13 million in Europe
- Launch of our all-new Super Duty
- Lower cost of goods sold, including materials and commodities

### Cautionary Note on Forward-Looking Statements

Statements included or incorporated by reference herein may constitute "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. Forward-looking statements are based on expectations, forecasts, and assumptions by our management and involve a number of risks, uncertainties, and other factors that could cause actual results to differ materially from those stated, including, without limitation:

- Ford and Ford Credit's financial condition and results of operations have been and may continue to be adversely affected by public health issues, including epidemics or pandemics such as COVID-19;
- Ford is highly dependent on its suppliers to deliver components in accordance with Ford's production schedule and specifications, and a shortage of or inability to acquire key components, such as semiconductors, or raw materials, such as lithium, cobalt, nickel, graphite, and manganese, can disrupt Ford's production of vehicles;
- To facilitate access to the raw materials necessary for the production of electric vehicles, Ford has entered into, and expects to continue to enter into, multi-year commitments to raw material suppliers that subject Ford to risks associated with lower future demand for such materials as well as costs that fluctuate and are difficult to accurately forecast;
- Ford's long-term competitiveness depends on the successful execution of Ford+;
- Ford's vehicles could be affected by defects that result in delays in new model launches, recall campaigns, or increased warranty costs;
- Ford may not realize the anticipated benefits of existing or pending strategic alliances, joint ventures, acquisitions, divestitures, restructurings, or new business strategies;
- Operational systems, security systems, vehicles, and services could be affected by cyber incidents, ransomware attacks, and other disruptions and impact Ford and Ford Credit as well as their suppliers and dealers;
- Ford's production, as well as Ford's suppliers' production, and/or the ability to deliver products to consumers could be disrupted by labor issues, natural or man-made disasters, adverse effects of climate change, financial distress, production difficulties, capacity limitations, or other factors;
- Ford's ability to maintain a competitive cost structure could be affected by labor or other constraints;
- Ford's ability to attract and retain talented, diverse, and highly skilled employees is critical to its success and competitiveness;
- Ford's new and existing products and digital, software, and physical services are subject to market acceptance and face significant competition from existing and new entrants in the automotive and digital and software services industries and its reputation may be harmed if it is unable to achieve the initiatives it has announced;
- Ford's results are dependent on sales of larger, more profitable vehicles, particularly in the United States;
- With a global footprint, Ford's results could be adversely affected by economic or geopolitical developments, including protectionist trade policies such as tariffs, or other events;
- Industry sales volume can be volatile and could decline if there is a financial crisis, recession, or significant geopolitical event;
- Ford may face increased price competition or a reduction in demand for its products resulting from industry excess capacity, currency fluctuations, competitive actions, or other factors;
- Inflationary pressure and fluctuations in commodity and energy prices, foreign currency exchange rates, interest rates, and market value of Ford or Ford Credit's investments, including marketable securities, can have a significant effect on results;
- Ford and Ford Credit's access to debt, securitization, or derivative markets around the world at competitive rates or in sufficient amounts could be affected by credit rating downgrades, market volatility, market disruption, regulatory requirements, or other factors;
- The impact of government incentives on Ford's business could be significant, and Ford's receipt of government incentives could be subject to reduction, termination, or clawback;
- Ford Credit could experience higher-than-expected credit losses, lower-than-anticipated residual values, or higher-than-expected return volumes for leased vehicles;
- Economic and demographic experience for pension and OPEB plans (e.g., discount rates or investment returns) could be worse than Ford has assumed;
- Pension and other postretirement liabilities could adversely affect Ford's liquidity and financial condition;
- Ford and Ford Credit could experience unusual or significant litigation, governmental investigations, or adverse publicity arising out of alleged defects in products, services, perceived environmental impacts, or otherwise;
- Ford may need to substantially modify its product plans and facilities to comply with safety, emissions, fuel economy, autonomous driving technology, environmental, and other regulations;
- Ford and Ford Credit could be affected by the continued development of more stringent privacy, data use, and data protection laws and regulations as well as consumers' heightened expectations to safeguard their personal information; and
- Ford Credit could be subject to new or increased credit regulations, consumer protection regulations, or other regulations.

We cannot be certain that any expectation, forecast, or assumption made in preparing forward-looking statements will prove accurate, or that any projection will be realized. It is to be expected that there may be differences between projected and actual results. Our forward-looking statements speak only as of the date of their initial issuance, and we do not undertake any obligation to update or revise publicly any forward-looking statement, whether as a result of new information, future events, or otherwise. For additional discussion, see "Item 1A. Risk Factors" in our 2022 Form 10-K Report, as updated by our subsequent Quarterly Reports on Form 10-Q and Current Reports on Form 8-K.



**NON-GAAP FINANCIAL MEASURES THAT SUPPLEMENT GAAP MEASURES**

We use both generally accepted accounting principles ("GAAP") and non-GAAP financial measures for operational and financial decision making, and to assess Company and segment business performance. The non-GAAP measures listed below are intended to be considered by users as supplemental information to their equivalent GAAP measures, to aid investors in better understanding our financial results. We believe that these non-GAAP measures provide useful perspective on underlying operating results and trends, and a means to compare our period-over-period results. These non-GAAP measures should not be considered as a substitute for, or superior to, measures of financial performance prepared in accordance with GAAP. These non-GAAP measures may not be the same as similarly titled measures used by other companies due to possible differences in method and in items or events being adjusted.

- *Company Adjusted EBIT (Most Comparable GAAP Measure: Net Income/(Loss) Attributable to Ford)* – Earnings before interest and taxes (EBIT) excludes interest on debt (excl. Ford Credit Debt), taxes, and pre-tax special items. This non-GAAP measure is useful to management and investors because it focuses on underlying operating results and trends, and improves comparability of our period-over-period results. Our management ordinarily excludes special items from its review of the results of the operating segments for purposes of measuring segment profitability and allocating resources. Our categories of pre-tax special items and the applicable significance guideline for each item (which may consist of a group of items related to a single event or action) are as follows:

Pre-Tax Special ItemSignificance Guideline

- |  |   |
|--|---|
| ◦ Pension and OPEB remeasurement gains and losses  | ◦ No minimum  |
| ◦ Gains and losses on investments in equity securities   | ◦ No minimum  |
| ◦ Personnel expenses, supplier- and dealer-related costs, and facility-related charges stemming from our efforts to match production capacity and cost structure to market demand and changing model mix | ◦ Generally \$100 million or more   |
| ◦ Other items that we do not necessarily consider to be indicative of earnings from ongoing operating activities   | ◦ \$500 million or more for individual field service actions; generally \$100 million or more for other items |

When we provide guidance for adjusted EBIT, we do not provide guidance on a net income basis because the GAAP measure will include potentially significant special items that have not yet occurred and are difficult to predict with reasonable certainty, including gains and losses on pension and OPEB remeasurements and on investments in equity securities.

- *Company Adjusted EBIT Margin (Most Comparable GAAP Measure: Company Net Income/(Loss) Margin)* – Company Adjusted EBIT margin is Company adjusted EBIT divided by Company revenue. This non-GAAP measure is useful to management and investors because it allows users to evaluate our operating results aligned with industry reporting.
- *Adjusted Earnings/(Loss) Per Share (Most Comparable GAAP Measure: Earnings/(Loss) Per Share)* – Measure of Company's diluted net earnings/(loss) per share adjusted for impact of pre-tax special items (described above), tax special items, and restructuring impacts in noncontrolling interests. The measure provides investors with useful information to evaluate performance of our business excluding items not indicative of earnings from ongoing operating activities. When we provide guidance for adjusted earnings/(loss) per share, we do not provide guidance on an earnings/(loss) per share basis because the GAAP measure will include potentially significant special items that have not yet occurred and are difficult to predict with reasonable certainty prior to year-end, including pension and OPEB remeasurement gains and losses.
- *Adjusted Effective Tax Rate (Most Comparable GAAP Measure: Effective Tax Rate)* – Measure of Company's tax rate excluding pre-tax special items (described above) and tax special items. The measure provides an ongoing effective rate which investors find useful for historical comparisons and for forecasting. When we provide guidance for adjusted effective tax rate, we do not provide guidance on an effective tax rate basis because the GAAP measure will include potentially significant special items that have not yet occurred and are difficult to predict with reasonable certainty prior to year-end, including pension and OPEB remeasurement gains and losses.

- *Company Adjusted Free Cash Flow (Most Comparable GAAP Measure: Net Cash Provided By/(Used In) Operating Activities)* – Measure of Company's operating cash flow excluding Ford Credit's operating cash flows. The measure contains elements management considers operating activities, including Company excluding Ford Credit capital spending, Ford Credit distributions to its parent, and settlement of derivatives. The measure excludes cash outflows for funded pension contributions, restructuring actions, and other items that are considered operating cash flows under U.S. GAAP. This measure is useful to management and investors because it is consistent with management's assessment of the Company's operating cash flow performance. When we provide guidance for Company adjusted free cash flow, we do not provide guidance for net cash provided by/(used in) operating activities because the GAAP measure will include items that are difficult to quantify or predict with reasonable certainty, including cash flows related to the Company's exposures to foreign currency exchange rates and certain commodity prices (separate from any related hedges), Ford Credit's operating cash flows, and cash flows related to special items, including separation payments, each of which individually or in the aggregate could have a significant impact to our net cash provided by/(used in) our operating activities.
- *Adjusted ROIC* – Calculated as the sum of adjusted net operating profit/(loss) after cash tax from the last four quarters, divided by the average invested capital over the last four quarters. Adjusted Return on Invested Capital ("Adjusted ROIC") provides management and investors with useful information to evaluate the Company's after-cash tax operating return on its invested capital for the period presented. Adjusted net operating profit/(loss) after cash tax measures operating results less special items, interest on debt (excl. Ford Credit Debt), and certain pension/OPEB costs. Average invested capital is the sum of average balance sheet equity, debt (excl. Ford Credit Debt), and net pension/OPEB liability.

## Non-GAAP Financial Measure Reconciliations

The following tables show our Non-GAAP financial measure reconciliations.

### Net Income/(Loss) Reconciliation to Adjusted EBIT (\$M)

	First Quarter	
	2022	2023
Net income/(loss) attributable to Ford (GAAP)	\$ (3,110)	\$ 1,757
Income/(Loss) attributable to noncontrolling interests	(9)	(94)
Net income/(loss)	\$ (3,119)	\$ 1,663
Less: (Provision for)/Benefit from income taxes	729	(496)
Income/(Loss) before income taxes	\$ (3,848)	\$ 2,159
Less: Special items pre-tax	(5,866)	(912)
Income/(Loss) before special items pre-tax	\$ 2,018	\$ 3,071
Less: Interest on debt	(308)	(308)
Adjusted EBIT (Non-GAAP)	\$ 2,326	\$ 3,379
Memo:		
Revenue (\$B)	\$ 34.5	\$ 41.5
Net income/(loss) margin (GAAP) (%)	(9.0)%	4.2 %
Adjusted EBIT margin (Non-GAAP) (%)	6.7 %	8.1 %

### Earnings per Share Reconciliation to Adjusted Earnings per Share

	First Quarter	
	2022	2023
<u>Diluted After-Tax Results (\$M)</u>		
Diluted after-tax results (GAAP)	\$ (3,110)	\$ 1,757
Less: Impact of pre-tax and tax special items	(4,674)	(768)
Adjusted net income/(loss) – diluted (Non-GAAP)	\$ 1,564	\$ 2,525
<u>Basic and Diluted Shares (M)</u>		
Basic shares (average shares outstanding)	4,008	3,990
Net dilutive options, unvested restricted stock units, unvested restricted stock shares, and convertible debt	56	39
Diluted shares	4,064	4,029
Earnings/(Loss) per share – diluted (GAAP) (a)	\$ (0.78)	\$ 0.44
Less: Net impact of adjustments	(1.16)	(0.19)
Adjusted earnings/(loss) per share – diluted (Non-GAAP)	\$ 0.38	\$ 0.63

(a) The first quarter of 2022 calculation excludes 56 million shares of net dilutive options, unvested restricted stock units, unvested restricted stock shares, and convertible debt due to their anti-dilutive effect.

**Effective Tax Rate Reconciliation to Adjusted Effective Tax Rate**

	First Quarter		
	2022	2023	Memo: FY 2022
<u>Pre-Tax Results (\$M)</u>			
Income/(Loss) before income taxes (GAAP)	\$ (3,848)	\$ 2,159	\$ (3,016)
Less: Impact of special items	(5,866)	(912)	(12,172)
Adjusted earnings before taxes (Non-GAAP)	<u>\$ 2,018</u>	<u>\$ 3,071</u>	<u>\$ 9,156</u>
<u>Taxes (\$M)</u>			
(Provision for)/Benefit from income taxes (GAAP)	\$ 729	\$ (496)	\$ 864
Less: Impact of special items (a)	1,192	144	2,573
Adjusted (provision for)/benefit from income taxes (Non-GAAP)	<u>\$ (463)</u>	<u>\$ (640)</u>	<u>\$ (1,709)</u>
<u>Tax Rate (%)</u>			
Effective tax rate (GAAP)	18.9 %	23.0 %	28.6 %
Adjusted effective tax rate (Non-GAAP)	22.9 %	20.8 %	18.7 %

(a) The first quarter of 2022 reflects the tax consequences of unrealized losses on marketable securities. Full Year 2022 reflects the tax consequences of unrealized losses on marketable securities and fourth quarter favorable changes in our valuation allowances.

**Net Cash Provided by/(Used in) Operating Activities Reconciliation to Company Adjusted Free Cash Flow (\$M)**

	First Quarter	
	2022	2023
Net cash provided by/(used in) operating activities (GAAP)	\$ (1,084)	\$ 2,800
Less: Items not included in Company Adjusted Free Cash Flows		
Ford Credit operating cash flows	\$ (419)	\$ 626
Funded pension contributions	(174)	(125)
Restructuring (including separations) (a)	(176)	(81)
Ford Credit tax payments/(refunds) under tax sharing agreement	—	(5)
Other, net	(20)	(140)
Add: Items included in Company Adjusted Free Cash Flows		
Company excluding Ford Credit capital spending	\$ (1,349)	\$ (1,760)
Ford Credit distributions	1,000	—
Settlement of derivatives	64	(72)
Company adjusted free cash flow (Non-GAAP)	<u>\$ (580)</u>	<u>\$ 693</u>

(a) Restructuring excludes cash flows reported in investing activities.

**SUPPLEMENTAL INFORMATION**

The tables below provide supplemental consolidating financial information, other financial information, and U.S. sales by type. Company excluding Ford Credit includes our Ford Blue, Ford Model e, Ford Pro, and Ford Next reportable segments, Corporate Other, Interest on Debt, and Special Items. Eliminations, where presented, primarily represent eliminations of intersegment transactions and deferred tax netting.

*Selected Cash Flow Information.* The following tables provide supplemental cash flow information (in millions):

	For the period ended March 31, 2023			
	First Quarter			
	Company excluding Ford Credit	Ford Credit	Eliminations	Consolidated
<b>Cash flows from operating activities</b>				
Net income/(loss)	\$ 1,423	\$ 240	\$ —	\$ 1,663
Depreciation and tooling amortization	1,327	570	—	1,897
Other amortization	(8)	(264)	—	(272)
Provision for/(Benefit from) credit and insurance losses	1	82	—	83
Pension and OPEB expense/(income)	303	—	—	303
Equity method investment dividends received in excess of (earnings)/losses and impairments	—	(7)	—	(7)
Foreign currency adjustments	(57)	(37)	—	(94)
Net realized and unrealized (gains)/losses on cash equivalents, marketable securities, and other investments	66	(15)	—	51
Net (gain)/loss on changes in investments in affiliates	(4)	—	—	(4)
Stock compensation	97	3	—	100
Provision for/(Benefit from) deferred income taxes	20	(3)	—	17
Decrease/(Increase) in finance receivables (wholesale and other)	—	(656)	—	(656)
Decrease/(Increase) in intersegment receivables/payables	(101)	101	—	—
Decrease/(Increase) in accounts receivable and other assets	(711)	(21)	—	(732)
Decrease/(Increase) in inventory	(1,967)	—	—	(1,967)
Increase/(Decrease) in accounts payable and accrued and other liabilities	2,382	(59)	—	2,323
Other	134	(39)	—	95
Interest supplements and residual value support to Ford Credit	(731)	731	—	—
Net cash provided by/(used in) operating activities	\$ 2,174	\$ 626	\$ —	\$ 2,800
<b>Cash flows from investing activities</b>				
Capital spending	\$ (1,764)	\$ (16)	\$ —	\$ (1,780)
Acquisitions of finance receivables and operating leases	—	(12,543)	—	(12,543)
Collections of finance receivables and operating leases	—	11,170	—	11,170
Purchases of marketable and other investments	(1,572)	(973)	—	(2,545)
Sales and maturities of marketable securities and other investments	3,496	917	—	4,413
Settlements of derivatives	(72)	31	—	(41)
Capital contributions to equity method investments	(699)	—	—	(699)
Other	48	—	—	48
Investing activity (to)/from other segments	—	—	—	—
Net cash provided by/(used in) investing activities	\$ (563)	\$ (1,414)	\$ —	\$ (1,977)
<b>Cash flows from financing activities</b>				
Cash payments for dividends and dividend equivalents	\$ (3,193)	\$ —	\$ —	\$ (3,193)
Purchases of common stock	—	—	—	—
Net changes in short-term debt	(245)	(1,966)	—	(2,211)
Proceeds from issuance of long-term debt	—	13,912	—	13,912
Payments of long-term debt	(14)	(12,228)	—	(12,242)
Other	(88)	(52)	—	(140)
Financing activity to/(from) other segments	—	—	—	—
Net cash provided by/(used in) financing activities	\$ (3,540)	\$ (334)	\$ —	\$ (3,874)
Effect of exchange rate changes on cash, cash equivalents, and restricted cash	\$ 20	\$ 50	\$ —	\$ 70

Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations (Continued)

**Selected Income Statement Information.** The following table provides supplemental income statement information (in millions):

	For the period ended March 31, 2023		
	First Quarter		
	Company excluding Ford Credit	Ford Credit	Consolidated
Revenues	\$ 39,085	\$ 2,389	\$ 41,474
Total costs and expenses	37,175	2,186	39,361
Operating income/(loss)	1,910	203	2,113
Interest expense on Company debt excluding Ford Credit	308	—	308
Other income/(loss), net	131	93	224
Equity in net income/(loss) of affiliated companies	123	7	130
Income/(Loss) before income taxes	1,856	303	2,159
Provision for/(Benefit from) income taxes	433	63	496
Net income/(loss)	1,423	240	1,663
Less: Income/(Loss) attributable to noncontrolling interests	(94)	—	(94)
Net income/(loss) attributable to Ford Motor Company	\$ 1,517	\$ 240	\$ 1,757

Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations (Continued)

**Selected Balance Sheet Information.** The following tables provide supplemental balance sheet information (in millions):

	March 31, 2023			
	Company excluding Ford Credit	Ford Credit	Eliminations	Consolidated
<b>Assets</b>				
Cash and cash equivalents	\$ 12,829	\$ 9,315	\$ —	\$ 22,144
Marketable securities	15,794	1,575	—	17,369
Ford Credit finance receivables, net	—	40,350	—	40,350
Trade and other receivables, net	4,342	10,578	—	14,920
Inventories	16,212	—	—	16,212
Other assets	3,119	1,009	—	4,128
Receivable from other segments	685	1,423	(2,108)	—
Total current assets	52,981	64,250	(2,108)	115,123
Ford Credit finance receivables, net	—	51,084	—	51,084
Net investment in operating leases	951	21,057	—	22,008
Net property	37,729	241	—	37,970
Equity in net assets of affiliated companies	3,327	121	—	3,448
Deferred income taxes	15,421	151	—	15,572
Other assets	10,289	1,306	—	11,595
Receivable from other segments	—	15	(15)	—
Total assets	\$ 120,698	\$ 138,225	\$ (2,123)	\$ 256,800
<b>Liabilities</b>				
Payables	\$ 24,992	\$ 1,036	\$ —	\$ 26,028
Other liabilities and deferred revenue	19,370	2,457	—	21,827
Debt payable within one year	522	47,528	—	48,050
Payable to other segments	2,049	59	(2,108)	—
Total current liabilities	46,933	51,080	(2,108)	95,905
Other liabilities and deferred revenue	23,914	1,994	—	25,908
Long-term debt	19,190	72,052	—	91,242
Deferred income taxes	639	909	—	1,548
Payable to other segments	15	—	(15)	—
Total liabilities	\$ 90,691	\$ 126,035	\$ (2,123)	\$ 214,603

*Selected Other Information.*

*Equity.* At March 31, 2023, total equity attributable to Ford was \$42.4 billion, a decrease of \$0.8 billion compared with December 31, 2022. The detail for this change is shown below (in billions):

	<b>Increase/ (Decrease)</b>
Net income/(loss)	\$ 1.8
Shareholder distributions	(3.2)
Other comprehensive income/(loss), net	0.6
Total	<u>\$ (0.8)</u>

*U.S. Sales by Type.* The following table shows first quarter 2023 U.S. sales volume and U.S. wholesales segregated by electric, hybrid, and internal combustion vehicles. U.S. sales volume represents primarily sales by dealers, sales to the government, and leases to Ford management, and is based, in part, on estimated vehicle registrations and includes medium and heavy trucks.

	<b>U.S. Sales</b>	<b>U.S. Wholesales</b>
Electric Vehicles	10,866	8,473
Hybrid Vehicles	27,064	30,733
Internal Combustion Vehicles	<u>437,976</u>	<u>455,512</u>
Total Vehicles	<u>475,906</u>	<u>494,718</u>

**ACCOUNTING STANDARDS ISSUED BUT NOT YET ADOPTED**

For a discussion of recent accounting standards, see Note 2 of the Notes to the Financial Statements.



### **ITEM 3. Quantitative and Qualitative Disclosures About Market Risk.**

#### **Company Excluding Ford Credit**

*Foreign Currency Risk.* The net fair value of foreign exchange forward contracts (including adjustments for credit risk) as of March 31, 2023, was an asset of \$253 million, compared with an asset of \$236 million as of December 31, 2022. The potential change in the fair value from a 10% change in the underlying exchange rates, in U.S. dollar terms, would have been \$2.7 billion at March 31, 2023, compared with \$1.9 billion at December 31, 2022.

*Commodity Price Risk.* The net fair value of commodity forward contracts (including adjustments for credit risk) as of March 31, 2023, was a liability of \$32 million, compared with a liability of \$49 million at December 31, 2022. The potential change in the fair value from a 10% change in the underlying commodity prices would have been \$193 million at March 31, 2023, compared with \$178 million at December 31, 2022.

#### **Ford Credit Segment**

*Interest Rate Risk.* To provide a quantitative measure of the sensitivity of its pre-tax cash flow to changes in interest rates, Ford Credit uses interest rate scenarios that assume a hypothetical, instantaneous increase or decrease of one percentage point in all interest rates across all maturities (a “parallel shift”), as well as a base case that assumes that all interest rates remain constant at existing levels. Maturing assets and liabilities are also instantaneously reinvested, capturing 100% of any hypothetical change in interest rates. The differences in pre-tax cash flow between these scenarios and the base case over a 12-month period represent an estimate of the sensitivity of Ford Credit's pre-tax cash flow. Under this model, Ford Credit estimates that at March 31, 2023, all else constant, such an increase in interest rates would increase its pre-tax cash flow by \$73 million over the next 12 months, compared with an increase of \$127 million at December 31, 2022. In reality, new assets and liabilities may not immediately capture changes in interest rates, and interest rate changes are rarely instantaneous, parallel, or move exactly the one percentage point assumed in Ford Credit's analysis. As a result, the actual impact to pre-tax cash flow could be higher or lower than the results detailed above.

### **ITEM 4. Controls and Procedures.**

*Evaluation of Disclosure Controls and Procedures.* James D. Farley, Jr., our Chief Executive Officer (“CEO”), and John T. Lawler, our Chief Financial Officer (“CFO”), have performed an evaluation of the Company's disclosure controls and procedures, as that term is defined in Rule 13a-15(e) of the Securities Exchange Act of 1934, as amended (“Exchange Act”), as of March 31, 2023, and each has concluded that such disclosure controls and procedures are effective to ensure that information required to be disclosed in our periodic reports filed under the Exchange Act is recorded, processed, summarized, and reported within the time periods specified by SEC rules and forms, and that such information is accumulated and communicated to the CEO and CFO to allow timely decisions regarding required disclosures.

*Changes in Internal Control Over Financial Reporting.* On January 1, 2023, Ford implemented a new operating model and reporting structure. As a result of this change, we analyze the results of our business through the following segments: Ford Blue, Ford Model e, and Ford Pro (combined, replacing the previous Automotive segment), Ford Next (previously the Mobility segment), and Ford Credit. Our processes, procedures, and controls have been refined as appropriate, consistent with the new segment reporting structure.

## PART II. OTHER INFORMATION

### ITEM 1. *Legal Proceedings.*

#### ENVIRONMENTAL MATTERS

Any legal proceeding arising under any federal, state, or local provisions that have been enacted or adopted regulating the discharge of materials into the environment or primarily for the purpose of protecting the environment, in which (i) a governmental authority is a party, and (ii) we believe there is the possibility of monetary sanctions (exclusive of interest and costs) in excess of \$1,000,000 is described herein.

As previously reported on page 30 of our 2022 Form 10-K Report, on June 16, 2022, the New Jersey Department of Environmental Protection ("NJDEP") filed a complaint in the Superior Court of New Jersey (Bergen County) seeking natural resource damages and other claims related to the Ringwood Mines/Landfill Site located in Ringwood, New Jersey. On February 21, 2023, the court denied our motion to dismiss. We continue to defend against the NJDEP's allegations.

#### OTHER MATTERS

*Brazilian Tax Matters* (as previously reported on page 31 of our 2022 Form 10-K Report). One Brazilian state (São Paulo) and the Brazilian federal tax authority currently have outstanding substantial tax assessments against Ford Motor Company Brasil Ltda. ("Ford Brazil") related to state and federal tax incentives Ford Brazil received for its operations in the Brazilian state of Bahia. The São Paulo assessment is part of a broader conflict among various states in Brazil. The federal legislature enacted laws designed to encourage the states to end that conflict, and in 2017 the states reached an agreement on a framework for resolution. Ford Brazil continues to pursue a resolution under the framework and expects the amount of any remaining assessments by the states to be resolved under that framework. The federal assessments are outside the scope of the legislation.

All of the outstanding assessments have been appealed to the relevant administrative court of each jurisdiction. To proceed with an appeal within the judicial court system, an appellant may be required to post collateral. To date, we have not been required to post any collateral. If we are required to post collateral, which could be in excess of \$1 billion, we expect it to be in the form of fixed assets, surety bonds, and/or letters of credit, but we may be required to post cash collateral. Although the ultimate resolution of these matters may take many years, we consider our overall risk of loss to be remote.

**ITEM 6. Exhibits.**

<b>Designation</b>	<b>Description</b>	<b>Method of Filing</b>
<a href="#">Exhibit 10.1</a>	Annual Performance Bonus Plan Metrics for 2023.	Filed with this Report.
<a href="#">Exhibit 10.2</a>	Performance Stock Unit Award Metrics for 2023.	Filed with this Report.
<a href="#">Exhibit 31.1</a>	Rule 15d-14(a) Certification of CEO.	Filed with this Report.
<a href="#">Exhibit 31.2</a>	Rule 15d-14(a) Certification of CFO.	Filed with this Report.
<a href="#">Exhibit 32.1</a>	Section 1350 Certification of CEO.	Furnished with this Report.
<a href="#">Exhibit 32.2</a>	Section 1350 Certification of CFO.	Furnished with this Report.
Exhibit 101.INS	Interactive Data Files pursuant to Rule 405 of Regulation S-T formatted in Inline Extensible Business Reporting Language ("Inline XBRL").	(a)
Exhibit 101.SCH	XBRL Taxonomy Extension Schema Document.	(a)
Exhibit 101.CAL	XBRL Taxonomy Extension Calculation Linkbase Document.	(a)
Exhibit 101.LAB	XBRL Taxonomy Extension Label Linkbase Document.	(a)
Exhibit 101.PRE	XBRL Taxonomy Extension Presentation Linkbase Document.	(a)
Exhibit 101.DEF	XBRL Taxonomy Extension Definition Linkbase Document.	(a)
Exhibit 104	Cover Page Interactive Data File (formatted in Inline XBRL and contained in Exhibit 101).	(a)

(a) Submitted electronically with this Report in accordance with the provisions of Regulation S-T.

## SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned thereunto duly authorized.

FORD MOTOR COMPANY

By: /s/ Cathy O'Callaghan  
Cathy O'Callaghan, Controller  
(principal accounting officer)

Date: May 2, 2023

**Annual Performance Bonus Plan Metrics for 2023**

On February 8, 2023, the Compensation, Talent and Culture Committee of the Board of Directors of the Company approved the specific performance goals and business criteria to be used for purposes of determining any future cash awards for 2023 participants, including executive officers, under the Company's Annual Performance Bonus Plan (formerly called the Annual Incentive Compensation Plan filed as Exhibit 10-R to our Annual Report on Form 10-K for the year ended December 31, 2022). The Corporate performance criteria and weightings to be used for 2023 under the plan include attaining specified levels of:

- Company Adjusted EBIT Margin (40%)
- Quality (30%)
- Global Electric Vehicle Retail Volume to Customers (20%)
- Connected Services Year-Over-Year Total Revenue Growth (10%)

Based on business performance results for 2023 against the targeted levels established for each metric, the Compensation, Talent and Culture Committee will determine the percentage of the target award that is earned, which could range between 0% and 200% depending on actual performance achieved relative to the target levels.

**Performance Stock Unit Award Metrics for 2023**

On February 8, 2023, the Compensation, Talent and Culture Committee of the Board of Directors of the Company approved the specific criteria to be used for purposes of determining any future stock unit ("PSU") final awards for the 2023-2025 performance period for participants, including executive officers, under the Company's shareholder-approved 2018 Long-Term Incentive Plan (filed as Exhibit 4.1 to Registration Statement No. 333-226348).

A PSU grant is a target opportunity with a three-year performance period (2023-2025), after which the Compensation, Talent and Culture Committee will determine the final award, which could range between 0% and 200% of the target opportunity, based on the relative Total Shareholder Return of Ford's common stock compared to a peer group of companies over the three-year performance period.

**CERTIFICATION**

I, James D. Farley, Jr., certify that:

1. I have reviewed this Quarterly Report on Form 10-Q for the period ended March 31, 2023 of Ford Motor Company;
2. Based on my knowledge, this report does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made, in light of the circumstances under which such statements were made, not misleading with respect to the period covered by this report;
3. Based on my knowledge, the financial statements, and other financial information included in this report, fairly present in all material respects the financial condition, results of operations and cash flows of the registrant as of, and for, the periods presented in this report;
4. The registrant's other certifying officer(s) and I are responsible for establishing and maintaining disclosure controls and procedures (as defined in Exchange Act Rules 13a-15(e) and 15d-15(e)) and internal control over financial reporting (as defined in Exchange Act Rules 13a-15(f) and 15d-15(f)) for the registrant and have:
  - (a) Designed such disclosure controls and procedures, or caused such disclosure controls and procedures to be designed under our supervision, to ensure that material information relating to the registrant, including its consolidated subsidiaries, is made known to us by others within those entities, particularly during the period in which this report is being prepared;
  - (b) Designed such internal control over financial reporting, or caused such internal control over financial reporting to be designed under our supervision, to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles;
  - (c) Evaluated the effectiveness of the registrant's disclosure controls and procedures and presented in this report our conclusions about the effectiveness of the disclosure controls and procedures, as of the end of the period covered by this report based on such evaluation; and
  - (d) Disclosed in this report any change in the registrant's internal control over financial reporting that occurred during the registrant's most recent fiscal quarter (the registrant's fourth fiscal quarter in the case of an annual report) that has materially affected, or is reasonably likely to materially affect, the registrant's internal control over financial reporting; and
5. The registrant's other certifying officer(s) and I have disclosed, based on our most recent evaluation of internal control over financial reporting, to the registrant's auditors and the audit committee of the registrant's board of directors (or persons performing the equivalent functions):
  - (a) All significant deficiencies and material weaknesses in the design or operation of internal control over financial reporting which are reasonably likely to adversely affect the registrant's ability to record, process, summarize and report financial information; and
  - (b) Any fraud, whether or not material, that involves management or other employees who have a significant role in the registrant's internal control over financial reporting.

Dated: May 2, 2023

/s/ James D. Farley, Jr.

James D. Farley, Jr.

President and Chief Executive Officer

**CERTIFICATION**

I, John T. Lawler, certify that:

1. I have reviewed this Quarterly Report on Form 10-Q for the period ended March 31, 2023 of Ford Motor Company;
2. Based on my knowledge, this report does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made, in light of the circumstances under which such statements were made, not misleading with respect to the period covered by this report;
3. Based on my knowledge, the financial statements, and other financial information included in this report, fairly present in all material respects the financial condition, results of operations and cash flows of the registrant as of, and for, the periods presented in this report;
4. The registrant's other certifying officer(s) and I are responsible for establishing and maintaining disclosure controls and procedures (as defined in Exchange Act Rules 13a-15(e) and 15d-15(e)) and internal control over financial reporting (as defined in Exchange Act Rules 13a-15(f) and 15d-15(f)) for the registrant and have:
  - (a) Designed such disclosure controls and procedures, or caused such disclosure controls and procedures to be designed under our supervision, to ensure that material information relating to the registrant, including its consolidated subsidiaries, is made known to us by others within those entities, particularly during the period in which this report is being prepared;
  - (b) Designed such internal control over financial reporting, or caused such internal control over financial reporting to be designed under our supervision, to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles;
  - (c) Evaluated the effectiveness of the registrant's disclosure controls and procedures and presented in this report our conclusions about the effectiveness of the disclosure controls and procedures, as of the end of the period covered by this report based on such evaluation; and
  - (d) Disclosed in this report any change in the registrant's internal control over financial reporting that occurred during the registrant's most recent fiscal quarter (the registrant's fourth fiscal quarter in the case of an annual report) that has materially affected, or is reasonably likely to materially affect, the registrant's internal control over financial reporting; and
5. The registrant's other certifying officer(s) and I have disclosed, based on our most recent evaluation of internal control over financial reporting, to the registrant's auditors and the audit committee of the registrant's board of directors (or persons performing the equivalent functions):
  - (a) All significant deficiencies and material weaknesses in the design or operation of internal control over financial reporting which are reasonably likely to adversely affect the registrant's ability to record, process, summarize and report financial information; and
  - (b) Any fraud, whether or not material, that involves management or other employees who have a significant role in the registrant's internal control over financial reporting.

Dated: May 2, 2023

/s/ John T. Lawler  
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John T. Lawler  
Chief Financial Officer



**CERTIFICATION OF CHIEF EXECUTIVE OFFICER**

I, James D. Farley, Jr., President and Chief Executive Officer of Ford Motor Company (the "Company"), hereby certify pursuant to Rule 13a-14(b) or 15d-14(b) of the Securities Exchange Act of 1934, as amended, and Section 1350 of Chapter 63 of Title 18 of the United States Code that to my knowledge:

1. The Company's Quarterly Report on Form 10-Q for the period ended March 31, 2023, to which this statement is furnished as an exhibit (the "Report"), fully complies with the requirements of Section 13(a) or 15(d) of the Securities Exchange Act of 1934, as amended; and
2. The information contained in this Report fairly presents, in all material respects, the financial condition and results of operations of the Company.

Dated: May 2, 2023

/s/ James D. Farley, Jr.

James D. Farley, Jr.

President and Chief Executive Officer

**CERTIFICATION OF CHIEF FINANCIAL OFFICER**

I, John T. Lawler, Chief Financial Officer of Ford Motor Company (the “Company”), hereby certify pursuant to Rule 13a-14(b) or Rule 15d-14(b) of the Securities Exchange Act of 1934, as amended, and Section 1350 of Chapter 63 of Title 18 of the United States Code that to my knowledge:

1. The Company’s Quarterly Report on Form 10-Q for the period ended March 31, 2023, to which this statement is furnished as an exhibit (the “Report”), fully complies with the requirements of Section 13(a) or 15(d) of the Securities Exchange Act of 1934, as amended; and
2. The information contained in this Report fairly presents, in all material respects, the financial condition and results of operations of the Company.

Dated: May 2, 2023

/s/ John T. Lawler

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John T. Lawler

Chief Financial Officer