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Zacks Small-Cap Research

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Lotus Technology Inc (NASDAQ: LOT)

LOT: Threading the Needle in the First Chicane. Lotus Technology Completes the Acquisition of Lotus UK and Starts to Turn the Corner.

We continue to apply a 1.2 multiple to our 2027E revenue forecast to arrive at our target valuation of $1.80. The Lotus UK acquisition complicates the valuation picture and will require a thorough analysis of pro forma financials when available.

Current Price (08/27/26)	$1.25
Valuation:	**$1.80**

OUTLOOK

Lotus Technology announced the completion of the Lotus UK acquisition on 8/25 from Geely and Etika Automotive as a result of put options that were exercised in 2025.

Lotus also announced its financial results for the first half of 2026, ended June 30th. Revenues and vehicle deliveries exceeded our expectations, driven by strong uptake of the Lotus Eletre PHEV in China.

The luxury auto market in China continues to face challenges, and global demand appears weaker, but the company's strengthening product portfolio and improving margin outlook offset these risks.

SUMMARY DATA

52-Week High	**$2.28**
52-Week Low	**$0.81**
One-Year Return (%)	**-42%**
Beta	**0.52**
Average Daily Volume (sh)	**168,138**
Shares Outstanding (mil)	**645**
Market Capitalization ($mil)	**$806**
Short Interest Ratio (days)	**N/A**
Institutional Ownership (%)	**N/A**
Insider Ownership (%)	**88%**
Annual Cash Dividend	**$0.00**
Dividend Yield (%)	**0.00**
5-Yr. Historical Growth Rates	
Sales (%)	**N/A**
Earnings Per Share (%)	**N/A**
Dividend (%)	**N/A**
P/E using TTM EPS	**N/A**
P/E using 2026 Estimate	**N/A**
P/E using 2027 Estimate	**N/A**
Zacks Rank	**N/A**

Risk Level	**Above Avg.**
Type of Stock	**Small Cap Value**
Industry	**Autos/EVs**

ZACKS ESTIMATES

Revenue
(in millions of $)

	Q1 (Mar)	Q2 (Jun)	Q3 (Sep)	Q4 (Dec)	Year (Dec)
2024	173 A	225 A	255 A	272 A	924 A
2025	93 A	126 A	137 A	163 A	519 A
2026		268 A		274 E	542 E
2027	197 E	211 E	208 E	257 E	873 E

Earnings Per Share

	Q1 (Mar)	Q2 (Jun)	Q3 (Sep)	Q4 (Dec)	Year (Dec)
2024	-$0.47 A	-$0.30 A	-$0.30 A	-$0.66 A	-$1.72 A
2025	-$0.28 A	-$0.20 A	-$0.10 A	-$0.14 A	-$0.72 A
2026		-$0.23 A		-$0.31 E	-$0.55 E
2027	-$0.16 E	-$0.15 E	-$0.15 E	-$0.14 E	-$0.62 E

Quarterly estimates may not sum to equal annual estimates due to rounding.
2026 half year results presented as the company suspended quarterly reports.

WHAT'S NEW

"Threading the needle in the first chicane refers to a move in a Formula 1 race whereby the driver squeezes a car through an impossibly tight gap between competitors during high-stress, chaotic opening corners."

Lotus Reports First Half 2026 Earnings and Closes the Lotus UK Acquisition

As we noted in our earnings preview published in early August, Lotus Technology (NASDAQ: LOT) had previously announced that, to better focus its resources on the acquisition of Lotus UK, it would temporarily suspend reporting its first- and third-quarter earnings for 2026 and instead report first-half and full-year 2026 results. The company's shares sold off for much of July, likely due in part to investor concern around the lack of real-time data from the company, but it has subsequently recovered most of those losses in August as investors anticipated the six-month update and the company's products continue to be very well reviewed by the automotive press.

Also, this week on Tuesday 8/25, the company announced that it had completed the acquisition of Lotus UK from Geely and Etika Automotive. While there are still several unknowns regarding this acquisition, we believe this is a meaningful step forward for the company, as it now has all Lotus business units under one corporate umbrella.

First Half Results
The results in any one period are less important than the overall trend as Lotus repositions its brand and builds out its product portfolio in a rapidly evolving global auto market; however, we were very encouraged by several aspects of the company's first-half results for 2026.

Total sales for the first half were $268 million, roughly 11% above our forecast of $241 million that we updated in early August. Our concerns about the strength of China's luxury auto market appear to have been offset by domestic enthusiasm for the new PHEV version of the Eletre. Total units delivered globally reached 3,904 vehicles in the first half of 2026, up 39% from the first half of 2025. Again, we would note that our investment thesis in Lotus is centered on the company turning the corner in 2026, with 2025 marking the low point in deliveries, and the company appears to be on that trajectory right now. Lifestyle vehicles (sedans/SUVs) accounted for 77% of sales in the first half, up from 68% in the first half of 2025, and the company's geographic concentration shifted back toward China significantly in the quarter, with China accounting for 58% of total deliveries.

We would note that, in our observations of the domestic Chinese auto market, maintaining model success has been a challenge for almost every brand, as model releases are more frequent and demand seems to flow to whichever model is the latest on the market. However, the fact that Lotus was able to avoid the first-half slowdown that impacted many major brands like Porsche and Mercedes in China is a strong signal that its brand positioning is improving and its product lineup is resonating with consumers. The company reported 3,904 total units delivered in the first half, exceeding our forecast by about 12%, again mainly driven by Eletre PHEV shipments in China and stable demand for the company's sports cars worldwide. As of the end of June, Lotus reported receiving 2,200 orders and delivering more than 1,800 units in China, which we view as a very strong start for the vehicle, which launched at the end of March. Interestingly, the company noted that 63% of buyers were new Lotus customers, which speaks to the effectiveness of its local marketing.

The company now has three main vehicle categories: BEVs, PHEVs, and sports cars, which allows it to offer customers a vehicle best designed to meet their needs.

The company's total gross margin continued to improve, rising to 9.8% in the first half, exceeding our forecast of 9.7%, while gross margins on auto sales continued to inch upward, reaching 9.6% in the first half of 2026. We have been encouraged by Lotus's approach to pricing its models in 2026, which mirrors that of other premium auto manufacturers such as Lamborghini, Ferrari, and Porsche, who offer base models but several highly profitable option packages to boost overall auto margins. The company is now roughly halfway to its long-term goal of achieving 20%+ gross margins, as discussed in its "Focus 2030" strategy.

The company's operating costs were distorted by a large one-time license fee refund, which brought R&D costs to a negative $1.6 million in the first half, compared to our estimate of more than $78 million. Based on our conversations with management, this license fee refund relates to a strategic shift at Lotus to focus its resources on developing the T-135 sports car and to pause development of a smaller SUV. The decision to temporarily pause SUV development led to a refund of the license fee. We expect R&D costs to normalize in future periods as the company invests in developing its new flagship product, the T-135 mid-engine hybrid sports car. Lotus continues to improve efficiency, and the company cut G&A costs to $46.2 million in the first half.

Vehicle Updates:

- In the first half of 2026, the company launched its Eletre BEV model in the Canadian market, making it the first Chinese-built luxury EV sold in Canada.

- In May, Lotus introduced the Emira 420 Sport, which has been very well received by the automotive media. Our conversations with local dealerships indicate that this vehicle has led to an uptick in dealer foot traffic, but it is too early to say if it is translating to increased sales.

- The company provided further color on the goals for the T-135 Supercar, to be launched in 2028. Building a 1,000-HP vehicle with a gross weight under 1.5 tons will be a challenge, but the company appears to be laser-focused on making it its signature sports car. Management noted that a typical 150 kW motor might weigh between 75-95 kilograms (165-210 lbs); the company has leveraged Formula 1 technology to bring that weight down to just 20 kilograms (45 lbs). That will certainly be music to the ears of Lotus purists.

- The company has begun accepting orders for the Eletre X PHEV in Europe and targets deliveries in Q4 2026.

We are leaving our model unchanged for the time being, as we will need to completely overhaul it to reflect the Lotus UK acquisition once pro forma financial statements are available.

Lotus UK acquisition

Just this week, the company announced that it had finally completed the acquisition of Lotus Advance Technologies Sdn Bhd (Lotus UK), which will bring the sports car manufacturing business at Hethel, UK, and Lotus Engineering under the umbrella of Lotus Technology. The transaction originated from a put option granted to Geely International and Etika Automotive, which was triggered when Lotus UK met certain delivery goals in 2024. As a result of a fairly complex calculation based on 2024 revenues at Lotus Group International, less debt, the final price of the "acquisition" was negative.

The transaction may confuse some investors who have seen the company talk about selling sports cars for some time, but that was due to a master distribution and retail channel agreement between Lotus Technology and Lotus UK. Now Lotus UK will be a wholly-owned subsidiary of Lotus Technology, and sports car sales will be recognized at the full value of the vehicle.

As a result of this acquisition, the historic sports car manufacturing facility in Hethel, responsible for producing the Lotus Emira, will now be part of Lotus Technology.

This is part of management's broader strategy to build "One Lotus", which will combine the sports car and British engineering operations with the EV expertise and technology platform of the Chinese operations. We look forward to a complete update on this transaction, including more details on Lotus UK's recent financial performance, current staffing levels, and the combined company's vision going forward.

Focus 2030 Goals:
The company reiterated that its annual sales volume target is 30,000 vehicles, and that hitting that goal by 2030 would imply more than 35% growth in vehicle deliveries from 2025 to 2030. The company also said it is still targeting gross margins above 20% and total SG&A and R&D costs below 25% of sales by 2030, which would make the company EBIT positive. While these are lofty goals, the company's willingness to adapt to the market has enabled it to stay on course.

INDUSTRY UPDATE

There has been little change in the global luxury auto market in August, but we would note that the domestic market in China continues to struggle. China's passenger car sales fell more than 20% in July compared to July of 2025, which was the 10th consecutive monthly decline for domestic auto sales in China. We recognize that much of the market weakness is concentrated at the lower end of the auto market, where Lotus does not compete, but the broader weakness likely touches all ends of the economic spectrum.

The market in China is reflective of a K-shaped economy that is prevalent in many Western markets. In the first half of 2026, deliveries of vehicles priced under RMB 50,000 fell more than 55% while premium vehicles priced over RMB 400,000 where the only segment of the market to grow in the first half registering a modest 1% increase in deliveries. Within this segment, however, the share of New Energy Vehicles (BEV/PHEV) increased to 56% of all premium vehicles sold and the success of the Lotus Eletre PHEV likely played a meaningful role.

Given this economic backdrop, the company's first-half performance was particularly impressive, and it will be worth watching whether it can continue to grow market share in a difficult operating environment in China.

NEWS

Lotus has not reported any news in the past two weeks other than the closing of the Lotus UK acquisition. However, we did note an interview in Spain's La Tribuna de Automocion ("The Automotive Tribune") with Andreas Marin, the Head of Lotus South Europe, that had some interesting information. 1 In the article, Mr. Marin noted that the company's target remains to hit 30,000 vehicles sold annually, with roughly a third of those sales coming from Europe. This is in line with the company's previous statements, and it is encouraging to note that the company is not backing away from its goals. Mr. Marin also laid out the company's priorities in Europe and indicated that Germany, Italy, and Spain are the top markets in the EU where Lotus is focused. Mr. Marin also indicated that while Lotus operated only one dealership at the beginning of 2026, it opened a second location in June and anticipates 4 locations by the end of 2026, and perhaps as many as 7-8 by the end of next year.

In late July, there were several reviews and articles in major auto publications, including Road and Track, MotorTrend, and Car and Driver, covering the release of the Emira 420 Sport, and they were virtually universal in their praise of the vehicle and its commitment to the things that make a Lotus a joy to drive. With an estimated base price of $122,900, this is clearly a premium sports car, but the positive response from the industry could help drive further demand across the product line-up.

OUTLOOK

In our earnings preview, we discussed three key updates we anticipated could be market-moving for Lotus's shares, and, in general, we believe investors were pleased with the responses.

- **Deliveries of the Eletre PHEV:** Deliveries exceeded expectations in China, and the current market preference for PHEVs over BEVs bodes well for the company's expansion into new markets (**Positive**).
- **An update on the Type 135 supercar:** While management described the Type 135 as its flagship product, the additional vehicle details included an update on the lightweight motor, which will please long-time Lotus fans **(Positive)**.
- **Geely update:** In the first half of 2025, Geely provided an additional $128 million of funding to Lotus, and it is clear that Geely envisions a long-term relationship with the company. We believe that Geely has a long-term vision of becoming a global conglomerate like Volkswagen, and Lotus is a key part of that strategy, where Lotus will be for Geely what Porsche is for Volkswagen (**Positive**).

MODEL UPDATE AND VALUATION

As we have discussed in previous reports, valuing Lotus Technology will be challenging as it implements its turnaround plan to reestablish the brand as a global luxury brand and unify its operations under a single corporate umbrella. To that end, we ask that investors look for meaningful milestones as the company launches its Focus 2030 plan – growing deliveries, building a suite of vehicles that customers want, expanding margins, controlling costs, and working within the Geely ecosystem.

One of the key aspects of our investment thesis in Lotus Technology is the belief that 2025-2026 represented the bottom of the cycle for Lotus. Based on the latest financial report, the company appears to be well on its way to making that a reality. It will be important for the company to maintain momentum in the luxury market in China in the second half of 2026, successfully launch the Eletre X in Europe, and begin to penetrate the Canadian market with the Eletre BEV, but the signs are that the company is off to a very good start. As a result of the strong launch of the Eletre PHEV in China, the company’s geographic mix has shifted to 58% China, 18% Europe, and 16% Americas, which is a departure from its long-term goal of roughly 30% of deliveries occurring in each region. We think that the second half of 2026 will see this balance return a bit, with stronger deliveries of the Eletre in the fourth quarter in Europe.

We are obviously encouraged by the Chinese market’s response to the Eletre PHEV, but that optimism is tempered by the luxury vehicle market in China, which remains challenging, with economic headwinds slowing core demand.

As a heritage luxury brand within a large, growing auto family like Geely, Lotus offers significant value to Geely, and we are encouraged by the continued financial support Lotus has received, which should enable a long-term turnaround similar to what has happened at Volvo.

Our model will require a substantial overhaul now that the company has completed the Lotus UK acquisition. We anticipate that the acquisition will lead to higher revenues and wider consolidated gross margins but also meaningfully higher expenses. We are unlikely to see the consolidated restated results until 2026, so we will attempt to build a consolidated model for 2027 and beyond when time allows.

We continue to apply a 1.2x multiple to our 2027E EV revenue projection to reflect the company’s position as a premium luxury EV manufacturer, and a 0.5x multiple to our 2027 Sportscar revenue, which is roughly in line with the valuations assigned to luxury Chinese EVs and legacy companies like Aston Martin. Given the significant debt on the balance sheet, we believe enterprise value-to-revenue may be a more prudent measure, and that a consolidated EV/Revenue of 3.0 may be appropriate. The average of our revenue multiples and EV/Revenue calculations yields a 12-month price target of $1.80/share.

With regard to the stock price, Lotus's shares have performed exceptionally well over the past three weeks since our earnings preview and are now trading at roughly their highest valuation since early June. We continue to think that long-term holders can be opportunistic when building positions in Lotus, as the shares are likely to remain volatile during this transition period.

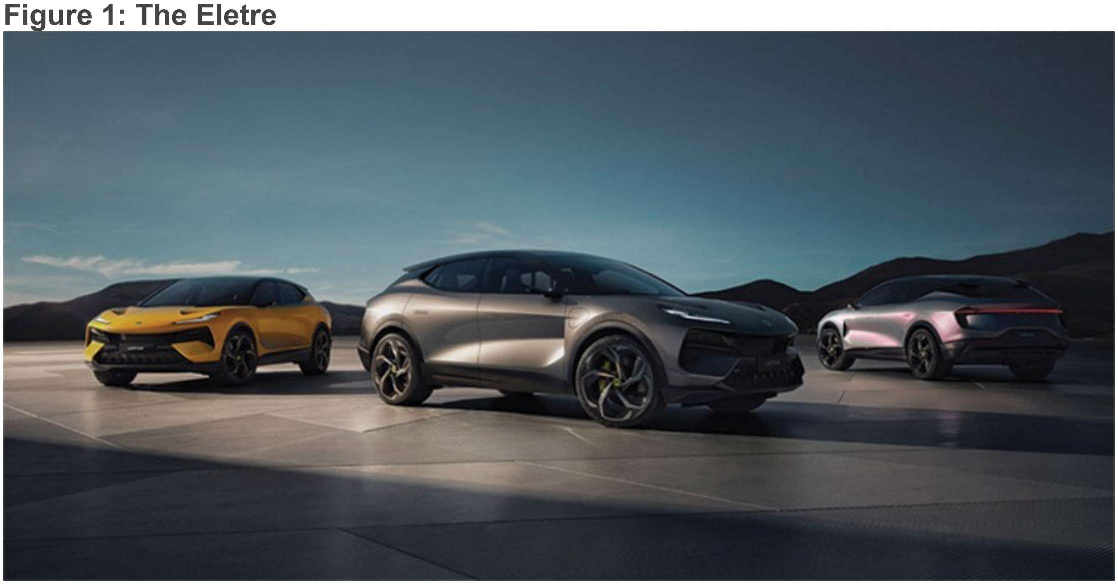
OVERVIEW

Source: Lotus Technology

Lotus Technology, through its various subsidiaries, is a luxury vehicle manufacturer that develops and markets premium vehicles under the Lotus brand nameplate. The company released its first fully electric vehicle, a luxury SUV called the Eletre, in 2022, and followed it with the Emeya sedan in 2023. The company manufactures its lifestyle models (Emeya and Eletre) under a contract manufacturing agreement with Geely Holding (the founder of Geely, Li Shufu, holds a controlling interest in Lotus Technology through various investment partnerships). The company has an existing relationship to distribute Lotus sports cars produced by Lotus UK. Lotus Technology expects to complete the acquisition of Lotus UK in 2026 which will bring all of the Lotus vehicles under the Lotus Technology banner.

The company's product lines are broken down into "lifestyle models" and "sports cars". The lifestyle models are the Eletre (a premium battery-electric SUV) and the Emeya (a premium battery-electric sedan). The company's sports cars are the Emira (a two-door, two-seat internal combustion engine car) and the Evija (a limited-production, battery-electric hypercar), both manufactured by Lotus UK but distributed by Lotus Technology. In 2026. the company launched its first PHEV which is being marketed as the Eletre For Me in China and Eletre X in other markets.

Figure 1: The Eletre



Source: Company SEC filings

The Eletre, a full-size, luxury battery-electric vehicle powered by a 112 kWh battery pack, and the company claims that with a rapid charger, it can charge from 10% to 80% in roughly 20 minutes. The vehicle is viewed as a relative value in the luxury market in China, compared to imports that often incur costly import duties, but may be considered an expensive heritage brand when compared to emerging Chinese luxury brands.

Figure 2: The Emeya

Source: Company SEC filings

The company's Emeya is a full-size battery electric sedan that competes with other luxury EVs like the Porsche Taycan, Tesla Model S and the Audi RS e-Tron.

Together, the Emeya and Eletre represent what Lotus calls its lifestyle vehicles and accounted for 70% of all vehicle deliveries in the 2025.

Sportscars

Lotus Technology currently has a distribution agreement with Lotus Cars Limited (the Lotus UK sports car manufacturing division), making Lotus Technology the exclusive global distributor for Lotus sports cars. As part of this agreement, existing Lotus UK stores and dealers were transferred to Lotus Technology, resulting in the company having over 200 stores and dealers around the globe.

Figure 3: The Emira

Source: https://www.lotuscars.com/en-US/emira

If you have seen a recent Lotus on the streets of your neighborhood in the U.S., it was most likely an Emira, which is believed to be the company's final internal combustion engine vehicle (though we think this may be an ongoing debate within Lotus). Drivers value the Emira as an "affordable" supercar alternative, priced generally between $95k and $120k, with engine outputs of 360-400 horsepower from a 2.0 turbo inline-four cylinder engine or a supercharged V6. Several leading auto publications have indicated that the power steering, exceptional handling, and drivability make this sports car a unique value in the field. The new Emira 420 Sport has been very well received by automotive publications.

Figure 4: The Evija

Source: https://www.lotuscars.com/en-US/evija

The Evija is an extremely limited-edition hypercar built for a narrow market of high-net-worth individuals seeking a unique performance vehicle or private collectors. The price of the Evija ranges from $2.3 to $3 million, and the company has indicated production will be limited to 130 units. The Evija is one of the world's first BEV hypercars, with four electric motors generating roughly 2,000 hp and a 0-120 mph time of less than six seconds.

<u>Eletre PHEV</u>

The company held a major technical launch event in China in the first week of March 2026 for its Eletre PHEV. Early reviewers seem to be impressed with the approach by Lotus which delivers effectively a full EV experience with the range extender benefits of a 2.0 liter, four-cylinder turbo engine. The combined output of the gas and electric systems is just over 950bhp and the company claims that it can go from 0-100km/h in 3.3 seconds.

The shift to PHEV models by Lotus counters current trends in some markets, where BEVs continue to gain popularity, but we believe that, within a specific subsegment of the luxury market, the added range and rapid charging of the new PHEV models from Lotus could prove a popular option.

RISKS

Lotus Technology is facing several operational, regulatory, and financial risks, including but not limited to:

➢The automotive market is highly competitive, and many of the company's competitors have significantly greater resources (both financial and human talent) than the company.

➢ While the company's relationship with Geely enables its asset-light model, these R&D, procurement, manufacturing, and engineering agreements put the company at risk if Geely reallocates resources away from Lotus. Additionally, the relationship with Geely could prevent Lotus from partnering with other auto companies in the industry.

➢ While the Lotus brand has been around for more than 78 years, the current operations, particularly in China, are relatively new, and market acceptance of the company's products outside of China is still uncertain.

➢ The company has incurred significant losses since its inception, and there remains a great deal of uncertainty around the company's profit margins after the acquisition of Lotus UK. If the company cannot improve its cash flow, its ability to continue as a going concern will be at risk.

➢ The company disclosed a material weakness in UK subsidiary's accounting practices in 2023 and while remediation efforts were undertaken in 2024, the addition of new staff delayed the implementation of controls designed to address the previous deficiency and the complete remediation could not be completed before the end of the 2024 fiscal year.

➢ At the end of 2025, the company announced that it was changing auditors from KPMG Huazhen to Grant Thornton Zhitong. While the change in auditor does not inherently signal any greater risk, and Grant Thornton has been auditing Geely for more than a decade, any late auditor change carries risk for investors.

1 https://www.latribunadeautomocion.es/2026/08/andreas-marin-lotus-europa-supondra-un-tercio-de-las-30-000-unidades-que-esperamos-vender-en-2030/

PROJECTED INCOME STATEMENT

Lotus Technology Inc.
8/27/26

(USD in 000's; December Year-End)	2023A	2024A	2025A	1st Half 2026	2nd Half 2026	2026E	1Q27E	2Q27E	3Q27E	4Q27E	2027E
Sales	**679,008**	**924,349**	**519,098**	268,099	273,790	**541,889**	197,209	211,185	207,671	257,098	**873,163**
% change (yoy)		**36%**	**-44%**			**4%**	75%	65%	60%	78%	**61%**
Cost of Revenues	576,827	894,723	473,888	241,807	242,233	484,040	175,910	186,899	182,751	225,218	770,777
Gross Profit	102,181	29,626	45,210	26,292	31,558	54,859	21,299	24,286	24,921	31,880	102,385
		-71%	53%			21%					87%
Gross Profit Margin	**15.0%**	**3.2%**	**8.7%**	**9.8%**	**10.2%**	**10.1%**	**10.8%**	**11.5%**	**12.0%**	**12.4%**	**11.7%**
Operating Expenses:											
Research and Development	368,729	274,801	170,960	(1,565)	81,265	79,700	40,214	38,203	40,113	40,916	159,447
Sales and marketing	328,935	322,310	148,261	82,932	81,343	164,275	35,414	30,810	32,351	33,968	132,543
General and Administrative	144,533	227,475	135,850	46,176	48,485	94,661	45,386	45,840	46,298	46,761	184,284
Other Operating income			(33,512)	(3,839)		(3,839)					
Government Grants	(4,077)	(8,638)	(4,951)	-	-	-	-	-	-	-	-
Total Operating Expenses	838,120	815,948	416,608	123,704	211,093	334,797	121,014	114,853	118,762	121,645	476,274
% of Sales	123.4%	88.3%	80.3%	46.1%	77.1%	61.8%	61.4%	54.4%	57.2%	47.3%	54.5%
Operating Income (Loss)	**(735,939)**	**(786,322)**	**(371,398)**	**(97,412)**	**(179,535)**	**(279,937)**	**(99,715)**	**(90,567)**	**(93,842)**	**(89,765)**	**(373,888)**
Impairment of long-lived assets	-	-	(51,800)				-	-	-	-	-
Interest Expenses	(10,200)	(58,218)	(63,338)	(34,300)	(35,117)	(69,417)	(18,051)	(18,773)	(19,524)	(21,086)	(77,435)
Interest Income	9,204	22,289	28,143	15,202	15,404	30,606	8,318	8,152	7,826	8,452	32,747
Investment Income (losses), net	(1,162)	14,232	10,740	(453)	-	(453)	0	0	0	0	0
Foreign currency exchange (losses) gains, net	42	(11,664)	25,709	(21,817)	-	(21,817)	5,306	5,200	4,992	5,391	20,889
Changes in fair values of liabilities	(10,039)	(285,423)	(28,319)	(9,948)	0	(9,948)	0	0	0	0	-
Loss before Income Taxes	**(749,142)**	**(1,105,277)**	**(450,263)**	**(148,728)**	**(199,248)**	**(350,966)**	**(104,142)**	**(95,989)**	**(100,548)**	**(97,008)**	**(397,687)**
Loss (income) attributable to non-controlling interests	(8,254)	(2,364)	2	0	0	-	0	0	0	0	-
Accretion of Redeembal Convertible Preferred Shares	(15,121)	(2,979)		0	0						
Share of results of equity method investments	-		1,987	(2,878)	0						
Income tax (expense)/credit	(1,113)	(2,012)	(15,946)	664	(4,041)	(8,130)	(2,065)	(2,024)	(1,943)	(2,098)	(8,130)
Net Income (Loss) attributable to LOT	**(757,122)**	**(1,107,904)**	**(464,220)**	**(150,942)**	**(203,289)**	**(359,096)**	**(106,207)**	**(98,012)**	**(102,491)**	**(99,106)**	**(405,817)**
EPS reported	**(1.60)**	**(1.72)**	**(0.72)**	**(0.23)**	**(0.31)**	**(0.55)**	**(0.16)**	**(0.15)**	**(0.16)**	**(0.15)**	**(0.62)**
Diluted Shares (weighted average)	**474622**	**645227**	**648535**	645542	649409	**648704**	651358	652660	653966	655274	**653314**
Margins:											
Gross Margin	**15.0%**	**3.2%**	**8.7%**	9.8%	10.2%	**10.1%**	10.8%	11.5%	12.0%	12.4%	**11.7%**

Source: Zacks SCR, Brian Lantier, Company Filings

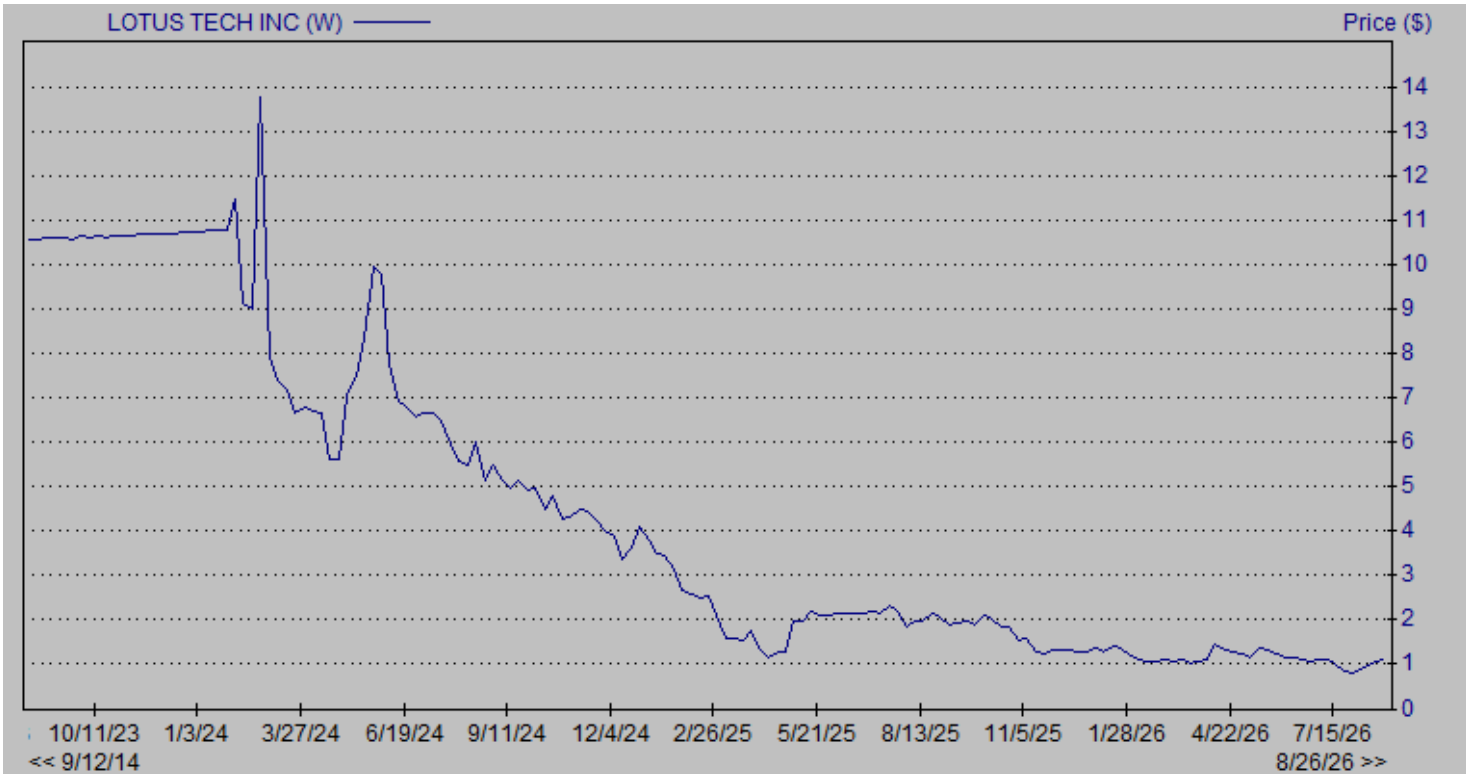
BALANCE SHEET

Lotus Technology Inc.
Balance Sheet in 000s USD
6/30/26

Assets	
Current Assets	
Cash	80,378
Restricted cash	269,593
Accounts receivable, third parties	30,584
Accounts receivable, related parties	59,734
Inventories	170,371
Prepayments and other current assets, third parties	85,925
Prepayments and other current assets, related parties	112,784
Total current assets	**809,369**
Restricted cash	209,490
Long-Term Investments	58,298
Loan receivable from related party	368,584
Property, equipment and software, net	177,600
Intangible assets	116,372
Operating lease right-of-use assets	96,879
Other non-current assets, third parties	66,867
Other non-current assets, related parties	587
Total non-current assets	**1,094,677**
Total Assets	**1,904,046**
Liabilities	
Current Liabilities	
Short-term borrowings - third parties	402,744
Short-term borrowings - related parties	863,776
Accounts payable - third parties	23,666
Accounts payable - related parties	633,627
Contract liabilities - third parties	26,598
Operating lease liabilities - third parties	9,146
Accrued expenses and other current liabilities -third parties	215,523
Accrued expenses and other current liabilities -related parties	136,886
Convertible note - related parties	207,075
Total current liabilities	**2,519,041**
Non-Current Liabilities	
Long-term borrowings	204,644
Contract liabilities - third parties	7,578
Operating lease liabilities - third parties	47,653
Operating lease liabilities - related parties	2,219
Warrant liabilities	845
Exchangeable notes	0
Convertible note - third parties	61,972
Convertible note - related parties	0
Deferred tax liabilities	0
Deferred Income	330,334
Other non-currrent liabilities - third parties	58,527
Other non-currrent liabilities - related parties	0
Total Liabilities	**3,232,813**
Shareholder's Equity	
Ordinary shares	7
Additional Paid-in Capital	2,118,627
Treasury Stock	(130,921)
Accumulated other comprehensive income	-4,772
Accumulated deficit	(3,308,860)
Non-controlling interest	(2,838)
Shareholder's Equity (Deficiency)	**(1,328,757)**
Total Liabilities & Shareholder's Equity	**1,904,056**

Source: Company filing

HISTORICAL STOCK PRICE



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