

Rating Object	Rating Information	
VCL Multi-Compartment S.A., Compartment VCL 26 Closing Date: April 25, 2018 Legal Final Maturity: February 21, 2024 Exchange: Luxembourg Stock Exchange Issuer: VCL Multi-Compartment S.A., Compartment VCL 26 Issuer Type: Luxembourg Special Purpose Vehicle Arranger: Merrill Lynch International	Assigned Ratings / Outlook:	Type:
	Class A: AAA_{sf} / stable Class B: A+_{sf} / stable	Initial Rating, New Issue Report
	Rating Date: 23.04.2018	
	Rating Renewal: -	
	Rating Methodologies: CRA "Auto ABS Securitizations"	

Class	Rating / Outlook	Amount (EUR)	Initial CE*	Index	Margin**	Final Maturity	ISIN
A	AAA _{sf} / stable	1,500,000,000.00	7.20%	1m Euribor	+ 0.40%	Feb. 21, 2024	XS1782655473
B	A+ _{sf} / stable	33,500,000.00	5.10%	1m Euribor	+ 0.40%	Feb. 21, 2024	XS1782655556
Sub. Loan	NR	47,954,013.10	0.90%	1m Euribor	+ 0.69%	Feb. 21, 2024	N/A
OC	-	14,300,000.00	-	-	-	-	-

* Initial Credit Enhancement ** The coupon interest is floored at zero.

Transaction Summary

The VCL Multi-Compartment S.A., Compartment VCL 26 transaction ("VCL 26") is a securitisation of a static pool of auto lease receivables originated in Germany. Volkswagen Leasing GmbH ("VWL"), acting as Seller and Servicer of these auto lease receivables, is a wholly owned subsidiary of Volkswagen Financial Services AG ("VWFS"). VWFS is a captive and 100% subsidiary of Volkswagen AG ("VW AG"). Creditreform Rating AG ("Creditreform Rating" or "CRA") has assigned ratings to VCL 26 Class A and Class B notes. In addition to the issuance of the rated Class A and Class B notes, a Subordinated Loan will be granted to fund the purchase of auto lease receivables. A combination of Subordinated Loan, overcollateralization and a cash reserve will provide credit enhancement to the rated Class A and Class B notes.

The asset pool securitised by VCL 26 is a portfolio consisting of 168,630 lease contracts originated by VWL to retail and corporate customers. The non-revolving transaction is secured by new and used vehicle lease receivables. The portfolio of auto lease receivables has a weighted average remaining term of approximately 30 months and a total volume of EUR 1,595,754,013.10.

Key Rating Findings

- + VCL 26 securitises only the finance portion of the leases; residual values are not securitised by the Issuer
- + Low portfolio credit risk according to CRA Portfolio and Benchmark Analysis
- + A stable economic environment and strong macroeconomic factors should support VWFS's ABS strategy and future portfolio performance
- + Risks related to the Issuer are limited, the compartment structure being ring-fenced and with limited recourse to other creditors of the Issuer, including non-petition provisions
- + Downgrade collateral and replacement provisions mitigate counterparty risk exposure w.r.t. the Swap Counterparty and Account Bank
- Legal documentation does not foresee a back-up servicer
- Potentially indirect negative impact of VW AG diesel emission manipulations on future (portfolio) recovery performance

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Analysts

Philip Michaelis
P.Michaelis@creditreform-rating.de
+49 2131 109 2157

Stephan Rompf
S.Rompf@creditreform-rating.de
+49 2131 109 1938

Sijia Zhang
S.Zhang@creditreform-rating.de
+49 2131 109 1461

Neuss, Germany

Transaction Structure

Transaction Parties

Table 1: Transaction Parties

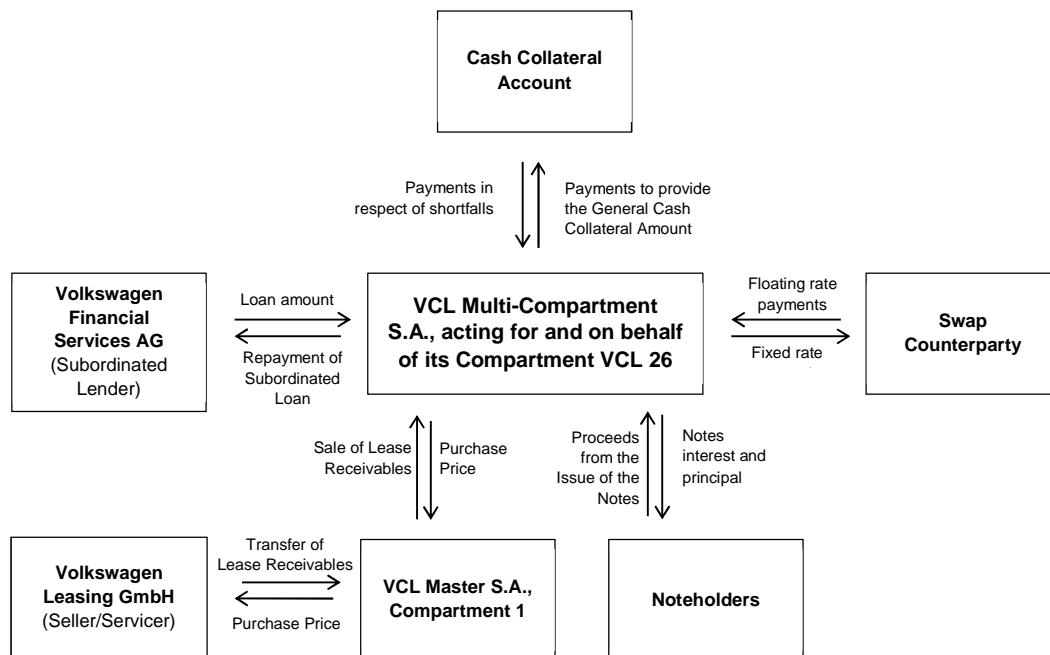
Role	Name
Issuer and Purchaser	VCL Multi-Compartment S.A., acting for and on behalf of its Compartment VCL 26, Luxembourg
Seller and Servicer	Volkswagen Leasing GmbH, Braunschweig
Security Trustee	Intertrust Trustees GmbH, Frankfurt
Paying Agent, Interest Determination Agent	The Bank of New York Mellon, London Branch
Cash Administrator, Account Bank	The Bank of New York Mellon, Frankfurt Branch
Swap Counterparty	DZ Bank AG Deutsche Zentral-Genossenschaftsbank, Frankfurt
Subordinated Lender	Volkswagen Financial Services AG, Braunschweig
Arranger	Merrill Lynch International, London
Joint Lead Managers	Merrill Lynch International, London; Commerzbank Aktiengesellschaft, Frankfurt am Main
Managers	Crédit Agricole Corporate and Investment Bank, Montrouge Cedex; Scotiabank Europe plc., London; RBC Europe Limited, London
Corporate Service Provider	Circumference FS (Luxembourg) S.A., Luxembourg
Registrar	The Bank of New York Mellon SA/NV, Luxembourg Branch
Data Protection Trustee	Amsterdamsch Trustee's Kantoor B.V., Amsterdam

Issuer

The Issuer, VCL Multi-Compartment, acting for and on behalf of its Compartment VCL 26, is a special purpose vehicle ("SPV") incorporated under the laws of Luxembourg. The company is registered with the Luxembourg Trade and Companies Register and has explicitly stated in its articles of incorporation to be governed by the Luxembourg securitisation law. The Issuer is a securitisation company with the sole purpose of entering into securitisation transactions through separate compartments. Risks related to the Issuer are limited, the compartment structure being ring-fenced and with limited recourse to other creditors of the Issuer and including non-petition provisions. We regard the structure of the Issuer as being bankruptcy-remote. CRA conducted its rating assuming no adverse future change in Luxembourg securitisation law.

The Issuer has entered into a receivables purchase agreement with the Seller to purchase lease receivables and create a portfolio of auto lease receivables. As of the closing date, VCL 26 will acquire all rights and claims arising from the purchase of such receivables. The lease receivables were initially originated by the Seller and subsequently sold to VCL Master S.A., Compartment 1 ("VCL Master"), acting as an intermediate warehousing vehicle. The structure of the transaction is shown below (Figure 1).

Figure 1: Transaction Structure I Source: VWFS



Seller and Servicer

VWL is a wholly owned subsidiary of VWFS and acts as Seller and Servicer of the lease financing contracts. VW AG is the parent company of VWFS, holding 100% of its shares and thus a controlling interest. VW AG’s non-bank-related financial division, as represented by VWFS, is a core business of the group with a significant contribution to group total earnings. CRA undertook an unsolicited rating of VW AG.

On September 1, 2017, VWFS announced the implementation of a new organisational set-up. Volkswagen Bank is now a wholly owned subsidiary of Volkswagen AG, aiming to bundle the credit and deposit business within the European Economic Area in Volkswagen Bank GmbH. The leasing activities, besides other activities will remain with VWFS. CRA did not expect any material changes or negative impact for the VCL 26 transaction resulting from these organisational changes. CRA undertook an unsolicited rating of Volkswagen Bank GmbH.

VW AG is currently facing legal and financial uncertainties resulting from the use of particular software in type EA 189 EU5 diesel engines. On September 18, 2015, the US Environmental Protection Agency (“EPA”) published a Notice of Violation alleging Volkswagen of having used certain software in diesel engines to circumvent emission standards under the Clean Air Act. According to a public announcement by VW AG, around 11 million vehicles worldwide might be affected. On December 16, Volkswagen announced that the presented technical measures have generally been approved by the German Federal Motor Transport Authority (“KBA”) with the consequence that the measures also apply to the EU-28 markets.

In its FY2015 report, VW AG recorded provisions of EUR 7.0bn and identified four potential material consequences for its result of operations, financial position and net assets:

- Criminal and administrative proceedings all over the world (excluding USA/Canada)
- Product-related lawsuits worldwide (excluding USA/Canada)
- Lawsuits filed by investors worldwide (excluding USA/Canada)
- Proceedings in the USA/Canada

As of June 2017, VW AG reported sales revenues of EUR 115.9bn (+7.3% YoY) and an operating profit of EUR 8.9bn up from EUR 5.3bn the prior year. No special items have been reported within

the half year financial report. However, the Automotive Division's net cash flow sharply decreased to EUR -4.8bn down from EUR 5.1bn on June 30, 2016 due to anticipated high cash outflows attributable to the diesel issue.

VW AG is in exchange of information with authorities to coordinate remedial actions. VW AG is currently exposed to various investigations as well as lawsuits in which authorities, investors and individuals have asserted claims against VW AG. The long-term implications of the manipulation of diesel emissions might include reputational damage, sale contractions, and negative financial impacts due to fines, costs of recall campaigns and higher financing costs. Creditreform Rating will closely monitor all future developments and implications for the transaction (also see "Volkswagen Manipulation of Diesel Emissions" below).

True Sale

CRA has undertaken a review of the transaction structure and verified the consistency with the legal documentation. In addition, we obtained legal opinions that the securitized lease contracts constitute legal valid, binding and enforceable agreements.

Eligibility Criteria

VWL as Seller warrants and guarantees, with respect to the purchased lease receivables, that the following eligibility criteria, among others, have been fulfilled at the cut-off date:

- Lease contracts are denominated in EUR, assignable and require monthly payments
- Lessees are corporate entities with offices or private individuals with residences registered in Germany
- The status and enforceability of the lease receivables is not impaired due to warranty claims or any other rights
- Lease receivables may be disposed of free from rights of third parties
- The purchased lease receivables are free of defences, whether pre-emptory or otherwise for the agreed term of the lease contract as well as free of rights of third parties
- No purchased lease receivable was overdue; no lessee insolvencies have occurred
- Lessees are no affiliates of VW
- The lease contracts were not terminated and terminations are not pending
- Lease contracts must include substantially equal monthly payments to be made within 12-60 months from origination
- at least two instalments have been paid
- single lessee concentration will not exceed 0.5% of the aggregate discounted receivables balance
- More than 95% of the leased vehicles belong to the VW AG brands VW, Audi, Seat, Skoda, VW Nutzfahrzeuge ("VW LCV")
- The pool of lease receivables does not represent a separately conducted business or business segment of the seller

Following a breach of eligibility criteria, VWL is obliged to cure and remedy such breach or repurchase the receivables within the end of the monthly period which includes the 60th day after VWL became aware or was notified of such breach at the fair value that any misrepresented receivable had prior to becoming aware of the misrepresentation.

Capital Structure

The discounted receivables balance is calculated using a discount rate equal to 5.7016% per annum. The discount rate is used to cover senior expenses and the servicing fee as well as the weighted average swap rate based on the notional amounts outstanding at each date. At the onset of the transaction, it is calculated as follows (Table 2):

Table 2: Discount Rate Composition

Parameters	
Weighted average swap rate (%)	0.1688
Servicing fee (%)	1.0000
Senior expenses (%)	0.0300
Subtotal (%)	1.1988
Buffer release rate (%)	4.5028
Discount Rate (%)	5.7016

A buffer release amount, calculated as the product of the buffer release rate and the future discounted receivables balance, is paid to the Seller as long as no insolvency event on the part of VWL has occurred. In the event of insolvency, the structure will additionally benefit from the buffer release rate. The total balance sheet of the Issuer is shown in Table 3 and is composed as follows:

Table 3: VCL 26 Balance Sheet

Assets	Amount (EUR)	Liabilities	Amount (EUR)	Size (%)
Receivables	1,595,754,013.10	Class A	1,500,000,000.00	94.00
Cash Reserve (CCA)	19,100,000.00	Class B	33,500,000.00	2.10
VWL Risk Reserve (CCA)	17,600,000.00	Sub Loan	47,954,013.10	3.00
		Cash Reserve (CCA)	19,100,000.00	1.20
		VWL Risk Reserve (CCA)	17,600,000.00	1.10
		PPD OC	14,300,000.00	0.90
Total	1,632,454,013.10		1,632,454,013.10	102.30

The Class A notes represent 94.00% and Class B notes 2.10% of the discounted receivables balance. Credit enhancement to the notes is provided by a Subordinated Loan (3.00%), a purchase price discount for overcollateralization (0.90%), and a cash reserve, funded at 1.20% of the lease receivables balance.

Interest Rate Swap

To hedge the interest rate risk arising from a mismatch between fixed lease payments and floating-rate interest payments on Class A and Class B notes, the Issuer will enter into two swap agreements to receive floating (1m Euribor + 0.40% floored at zero) while paying the fixed leg of each swap. The fixed rates have been calculated to include the Class A or Class B margins; payments under the swaps are linked to the outstanding balance of the respective notes.

Order of Priority and Triggers

Monthly payments to transaction parties are calculated on the available distribution amount and will be distributed according to the priority of payments. The monthly amount available for distribution and the order of priority are shown below (Table 4, Table 5):

Table 4: Available Distribution Amount

Available Distribution Amount	
1	+ Collections received or collected by the Servicer in relation to the preceding Monthly Period
2	+ Issuer's portion of the recovery proceeds from the realisation / sale of leased vehicles
3	+ Payments from Cash Collateral Account
4	+ Net swap receipts
5	+ Investment earnings from the Distribution Account
6	- Buffer Release amount to be paid to the Servicer, provided that it is not insolvent

Table 5: Priority of Payments

Order of Priority	
1	Taxes, senior expenses and fees
2	Net swap payments, first, for the class A note, second, for the class B note (except termination payments for defaulting swap counterparty)
3	Interest payments on the class A note (accrued and unpaid)
4	Interest payments on the class B note (accrued and unpaid)
5	Payment to the Cash Collateral Account
6	Payment to the Cash Collateral Account Ledgers (Increased German Trade Tax Risk Reserve Amount + unused amount of the VWL Risk Reserve)
7	Principal payment of the outstanding balance of the class A note, to the targeted Class A note balance
8	Principal payment of the outstanding balance of the class B note, to the targeted Class B note balance
9	Payments to the swap counterparties under the swap agreement (to the extent not paid under item 2 above)
10	Accrued and unpaid interest on the subordinated loan
11	Principal payment of the outstanding balance of the subordinated loan
12	Payment of a final success fee

Interest payments of Class A notes rank senior to interest payments of Class B notes. The targeted note balances are calculated with respect to a target level of overcollateralization. The overcollateralization ("OC") level can be defined as the relative excess of the aggregate discounted receivables balance over the nominal amount of the Class A or Class B notes. Principal payments of Class A notes are granted sequential priority over those of Class B until the Class A target OC level has been reached ("sequential amortisation"). After this event, the Class B notes will be redeemed until the Class B target OC level has been reached while maintaining the Class A target OC level. Then, Class A and B notes will be redeemed on a pro-rata basis. The structure will switch to sequential amortisation of the notes again when the asset balance has amortised to 10% of the initial balance or after certain performance triggers have been breached.

Should the cumulative net loss ratio exceed certain threshold values, target OC levels will be increased. A "Level 1 Credit Enhancement Increase Condition" will be triggered if cumulative net losses exceed 0.50% prior to July 2019, or 1.15% between July 2019 and April 2020 (see Table 6).

Transaction benefits from OC and uses performance triggers to switch to sequential amortisation

This results in a switch to sequential amortisation until the new Class A target OC level has been reached. An increase in cumulative net losses to more than 1.6% will trigger a “Level 2 Credit Enhancement Increase Condition” and amortisation will become strictly sequential.

Table 6: Performance triggers and target OC levels

Triggers	Class A	Class B
Initial OC level (%)	6.00	3.90
Target OC, if no CE increase condition is in effect (%)	12.25	7.50
Target OC after the level 1 trigger breached (%)	14.00	8.25
Target OC after the level 2 trigger breached (%) / asset balance <10%	100.00	100.00

Cash Collateral Account

Cash Collateral Account includes fully funded “VWL Risk Reserve” to cover seller-related risks.

The Cash Collateral Account (“CCA”) includes several positions. A cash reserve, initially amounting to EUR 19.1m (the “General Cash Collateral Amount”) is available to cover senior costs, swap payments and note interest payments. Prior to the occurrence of a foreclosure event, the cash collateral account will be refunded on each payment date from the available distribution amount remaining after items 1-4 of the Priority of Payments. The CCA balance equals the greater of:

- 1.2% of the aggregated discounted receivables balance as of the end of the monthly period, or
- The lesser of EUR 16m or the outstanding volume of Class A and Class B notes

If either the final maturity date is reached or the aggregate discounted receivables balance has been reduced to zero, any remaining General Cash Collateral Amount may be used to redeem the Class A and Class B notes, providing credit enhancement to the notes.

On the Issue Date, VWL will credit to the Cash Collateral Account an additional amount of EUR 17.6m (the “VWL Risk Reserve”) which will be available to mitigate trade tax and VAT tax risks, and cover the Issuer’s exposure to VWL. The amounts credited to the VWL Risk Reserve will not be part of the General Cash Collateral Amount. Provided that either the final maturity date is reached or the aggregate discounted receivables balance has been reduced to zero, any remaining amounts standing to the credit of the VWL Risk Reserve will be released to VWL. The VWL Risk Reserve does not protect against lessee credit risk, but may be used to cover claims against the Seller.

Operational Risk

Economic Outlook and German Auto Leasing Business

Growth in 2017 was mainly driven by strong domestic demand, which Creditreform expects to remain robust in 2018. Private consumption spending continued to benefit from increasing real wages and buoyant labour market conditions. The UK’s decision to leave the EU may have negative repercussions in case of a disorderly Brexit, given the close trade ties and financial linkages, but we do not expect any significant impact to materialise in 2018. Compared with its peers, Germany’s headline macro indicators remain strong. We forecast domestic investments and foreign trade to expand in 2018 and stimulate GDP growth. Thus, our economic outlook for Germany remains positive, which is also reflected by its sovereign rating and the related outlook. On June 30, 2017, Creditreform Rating affirmed the unsolicited long-term sovereign rating of “AAA /stable” for the Federal Republic of Germany. In our view, a stable economic environment and strong macroeconomic factors should generally support VWFS’s ABS strategy.

The European securitisation market has declined substantially since the 2008 financial crisis and current total market volumes have remained below their pre-2008 levels. Notably, the share of auto ABS in total transaction volume has been increasing in recent years. Following an average annual issuance volume of EUR 4.6bn between 2000 and 2005, it increased to EUR 13bn between 2006

Positive German economic outlook, a growing European Auto ABS market and strong German lease business support VWFS’s strategy

and 2010, peaking at EUR 30bn in 2016. This mirrored the strong performance of the European automobile markets in 2017, with 15.14m (+3.4% YoY) new vehicle registrations in the EU. In 2017, the German automobile market has shown a robust performance, new vehicle registrations revealing a +2.7% YoY increase backed by an increase in the employment rates.

As of November 2017 lease investments in Germany have slightly increased to a total of EUR 58.5bn (2016: 55.3bn), with automobile leases taking a major share of 77% (2016: 75%) in all leasing goods. The German fleet leasing market is dominated by national captives such as Volkswagen, Audi, BMW or Mercedes-Benz, which generate well beyond 70% of the total business. Following a severe drop in new lease registrations in the aftermath of the 2008 financial crisis and the subsequent economic recovery, the year 2016 marked a record with 830,000 (+6% YoY) new vehicle registrations in commercial leasing fleets, driven largely by a strong demand for replacements. Overall, new vehicle registrations in leasing fleets had a share of 24.7% (+0.2% YoY) of all new car registrations in Germany.

Developments in the Auto ABS market are driven by a small number of originators. In particular, Volkswagen expanded its market position with the volume of issuances growing between 2010 and 2015, and represents a share of 30% of total issue volume since 2000. In Germany, VWFS's entire portfolio of lease financing contracts increased from 1.8 million in 2016 to 2.0 million in 2017 (as of June 2017). The German loan and lease business penetration rate of VWFS (vehicle deliveries combined with financial service contracts) has slightly increased from 55.4% in 2016 to 56.7% in 2017.

German Local Area Diesel Ban

On February 27, 2018, the Federal Administrative Court ("BVerwG") in Germany ruled that driving restrictions and local area bans for diesel vehicles are a legal means to reduce emissions and improve air quality. Currently, seventy-five percent of the outstanding discounted balance are diesel vehicles and might be affected by future driving restrictions and/or local area bans. Overall, the court's decision may significantly impact the new and used car diesel markets, both in terms of sales volume and registrations, as well as in terms of residual value and expected recovery performance. As of today, it is not possible to quantify all current and future commercial and financial implications of local driving restrictions for diesel vehicles in German inner cities. In conjunction with VWFS' EA189/NOx diesel issue, CRA decided to maintain conservative margins in its base case assumptions (see "Counterparty Risk" below).

Origination and Underwriting

VWL, representing German leasing operations, is the originator of the purchased lease receivables. VWL will enter into a lease receivables purchase agreement with VCL 26 to sell the lease receivables, using the VCL Master structure for the transfer of assets from VWL to the Issuer. VWL and its subsidiaries provide leasing solutions for new and used Volkswagen, Audi, Seat, Skoda and VW Commercial Vehicles ("VW LCV") to commercial and non-commercial customers, and may periodically include other manufacturers and/or brands in their financing. VWL co-operates closely with the group dealership network as well as manufacturing departments to scale VW AG's business. Co-operations are established by dealer agreements.

Managing its lease portfolio, VWL has to ensure high consistency and quality of underwriting procedures in its lease operations and business entities. Being one of the largest servicers in the European auto lease business, VWL relies on established processes and IT systems to support its operations. VWL has implemented internal score-cards including credit scores sourced from external credit bureaus to assess customer credit profiles. Lease applications are processed and approved automatically without involvement of VWL staff for low risk customers. For customers with a higher credit risk profile, qualified credit officers evaluate credit decisions. Certain limits for credit engagements are established, as well as special guidelines for lease applications with an aggregate amount of more than EUR 1m.

VWL has integrated a separate fraud detection team in its operations unit. New employees are required to pass a three month training programme before entering into operational tasks in their re-

Established and proven origination and underwriting procedures, IT systems and operation units

spective teams. VWL furthermore ensures ongoing internal training to improve professional qualifications.

Creditreform Rating analysts conducted an on-site review and due diligence in VWFS's facilities in Braunschweig in March 2018. CRA got a fair picture of servicing and underwriting capacities, as well as of debt management, collection procedures and risk management. In our view, a long track record of leasing originations as well as proven and established procedures in servicing and debt management enable VWL to fulfil its obligations as Servicer as defined in the VCL 26 transaction documents.

Servicing and Collections

VWL services the lease receivables over time and is responsible for collections and repossession of leased vehicles. The first lease instalment is due when the vehicle is handed over to the lessee. VWL offers lessees to make use of the direct debit system which covers approximately 94% of all monthly lease instalments. VWL employs a debt management team to handle delinquent contracts with the aim to minimize losses and assert all claims against defaulted customers. The debt management team uses reminder letters and phone contact to collect overdue outstanding lease payments. Standardized collection and debt management procedures were implemented to reduce court orders and legal enforcement measures. VWL's debt management employees are authorized to grant reasonable payment extensions. If a commercial lessee has failed to pay two instalments, VWL will have the right to terminate the lease contract and to repossess the vehicle. If the debt management process has ended without receiving any notice from the lessee, an application for a court order is made by VWL.

Debt management works closely with the collection centre to ensure the timely repossession of vehicles from terminated lease financing contracts. The main tasks of the collection centre are negotiating on agreements on payment extensions, the processing of corporate and consumer insolvencies, the use of payment guarantees and processing of irrecoverable debt and write-offs. If lessees do not return the vehicles voluntarily, VWL mandates external repossession servicers. For enforcement purposes, VWL will refer to the resources of the entire VW group to enforce interests and claims.

Counterparty Risk

Volkswagen Manipulation of Diesel Emissions

On September 18, 2015, the US Environmental Protection Agency issued a Notice of Violation to Volkswagen Group of America Inc. alleging that VW had been using software to circumvent emission standards under the Clean Air Act. Subsequently, Volkswagen AG announced that irregularities concerning particular software used in type EA 189 EU5 diesel engines affected approximately 11 million vehicles worldwide and approximately 8.5 million vehicles in Europe (VW AG press release, October 15, 2015).

In January 2016, Volkswagen AG started the implementation of technical measures for EA 189 engines affected by the NOx issue, starting with Amarok vehicles. In its HY2016 report, Volkswagen stated that KBA had approved more than 3.7 million Group vehicles for modification in Germany. At the same time, recall processes have started and are progressing in several other countries. In July 2016, VW announced a preliminary approval of a 2.0L TDI settlement program in the United States of America with private plaintiffs represented by the Plaintiffs' Steering Committee ("PSC"). Under the proposed settlement, certain civil claims were resolved in relation to 2.0L TDI engines. Settlements were also reached with the attorneys general of 44 US states, the District of Columbia and Puerto Rico in relation to consumer protection and unfair trade practices. However, several other claims, criminal investigations and penalties were not resolved with the above mentioned agreement.

On January 10, 2017, Volkswagen confirmed that the company is in advanced negotiations with the U.S. Department of Justice and with the U.S. Customs and Border Protection aiming to settle an agreement relating civil and criminal investigations. In Germany, Volkswagen committed to provide measures to significantly reduce NOx emissions and improve air quality. Volkswagen will extend

VW diesel emission manipulations may threaten future financial position; pose risk to future portfolio performance

the program to install software updates in its European Group EU5 and EU6 diesel vehicles. Volkswagen will also grant customers trade-in incentives to replace their EU1 – EU4 diesel models by EU6 vehicles. In addition, Volkswagen will contribute to the EUR 500bn “sustainable mobility fund for cities”; the contribution has not been fixed yet. As of August 2017, roughly 77 percent of the vehicles sold in Germany and affected by the NOx emissions issue have had the technical measures undertaken.

According to transaction legal counsel, lessees can exercise rights and assert claims only against the relevant vehicle seller, normally a group dealership, and not directly against VWL. Standard lease agreements cannot be terminated or lease instalments be withheld or reduced by the lessees as long as the vehicle seller fulfils its obligation to repair the leased vehicles. If the vehicle seller fails or refuses to rectify a defect, this may have a number of consequences. If they deem the rectification unsuccessful, lessees may agree on a purchase price reduction with the vehicle seller to reduce future lease instalments. If a purchase price reduction cannot be agreed upon and lessees successfully file court action against the vehicle seller, lease instalments can be withheld temporarily and, if the court upholds the lessees claim, may be re-calculated and reduced following an adjudicated purchase price reduction. If material defects cannot or will not be remedied by the vehicle seller, a lessee may rescind from a vehicle sale contract. The lessee will then be released from its obligation to pay further lease instalments; VWL will have to repay previous lease payments less a compensation for normal wear and tear. Overall, this imposes the risk of a (temporary or permanent) interruption or reduction of cash flows which could adversely affect the performance of the transaction.

Creditreform Rating notes, following clarification from legal transaction counsel, that any of the above-mentioned events may be interpreted as a breach of eligibility criteria by a court. The Seller represents and warrants that, as of the cut-off date, the purchased lease financing contracts are “legally valid and binding agreements” which are “free of defences” and that their “status and enforceability is not impaired due to warranty claims or any other rights” of the lessee (see “Eligibility Criteria”). According to transaction counsel, it is likely that a court with relevant jurisdiction would determine that there was misrepresentation as of the cut-off date if the underlying finance agreements are terminated or lessees validly refuse to pay further instalments. In this case, VWL would have to cure or remedy such breach or repurchase the receivable at the fair value such receivable had prior to becoming aware of the misrepresentation.

According to information provided by VWL, about 0.01% of the preliminary discounted principal balance in the VCL 26 portfolio is affected by EA189 software irregularities (unfixed vehicles). In our view, a buy back of this relatively minor share as a remedy measure following a breach of eligibility criteria would not significantly affect the portfolio composition or observed credit quality.

Overall, CRA decided to maintain a conservative margin in its base case assumptions. Furthermore, we take into account potential market impact on residual values both from the manipulation of diesel emissions and the evolving market environment (diesel ban) by adequately sizing our recovery rate haircuts. We will update our ratings subject to new information that will be available in the future.

Commingling Risk

The transaction is structured to include a mechanism to protect against counterparty exposure resulting from VWL acting as a Seller and Servicer. As long as VWL is the Servicer for VCL 26 and the Monthly Remittance Condition is satisfied, the Servicing Agreement grants a right to VWL to commingle funds such as monthly collections or proceeds from the realisation of vehicles with its own funds during each monthly period and to use these funds at its own risk and for its own benefit until the next relevant payment date. In the case of a default of VWL, such funds may be lost in the Servicer’s insolvency estate, resulting in a (potentially non-recoverable) loss of monthly collections, including prepayments, for investors.

To mitigate commingling risk, the structure obliges the Servicer to advance the aggregate value of all lease payments due in the next monthly period (“Monthly Remittance Condition”) if minimum ratings of VWFS are no longer satisfied. In addition, VWL will, on the Issue Date, credit EUR 17.6m to the Cash Collateral Account (the “VWL Risk Reserve”) in order to secure the rights and claims of

VWL Risk Reserve available to cover seller-related exposure up to an amount of EUR 17.6m.

the Issuer against VWL. This reserve is intended to cover trade tax and VAT tax risks, but may be used to cover commingling losses, if at any point in time VWL ceases to be the Servicer due to insolvency while the Monthly Remittance Condition has not been triggered and commingling losses accrue.

Tax Risk

The Issuer might be exposed to several tax risks according to German tax legislation. In general, risks might materialise when German tax authorities change their interpretation of tax legislations. In Creditreform Rating's opinion, the Issuer's exposure to tax risks is limited.

German trade tax risk may materialise if German tax authorities conclude that the Issuer is subject to trade tax in Germany. In such a case an add-back of interest would lead to higher business profits of the Issuer, which would result in a trade tax deduction. However, following the German Trade Tax Act, an add-back is limited to the amount of one quarter of the interest payments of the issuer. Risks related to a German Trade Tax Event are covered by part of the VWL Risk Reserve (the "German Trade Tax Risk Reserve"). We deem the German Trade Tax Risk Reserve to be sized sufficiently to cover this risk.

The Issuer could be exposed to German value added tax ("VAT") risk. VAT risk might materialise in the case of a Servicer replacement and a subsequent classification of the transaction as factoring business by German tax authorities. A secondary VAT liability could arise if VWL fails to forward the VAT portion included in the lease receivables to the tax authorities. In such case the Issuer will collect the gross amount of the receivables including the VAT and settle such liability on its own. Risks to the Issuer arise if VWL defaults before it has forwarded such amounts to German Tax authorities. With regard to our internal credit assessment of VW AG, we see limited exposure to such an event. CRA analysed various cash flow scenarios which included potential VAT liabilities and factored these into the structure of the transaction in full, assuming an insolvency of the Seller. Usually, in the event of an insolvency of the Seller, the structure compensates for the loss by the buffer release rate, together with the VWL Risk Reserve. CRA conducted scenario analyses which included potential VAT liabilities and factored these into the structure of the transaction in full, assuming an insolvency of the Seller in the end of the transaction. CRA observed that this risk has no effect on the ratings of Class A and B notes series in the base case scenario, but increases the sensitivity of portfolio credit risk.

While assessing the ratings of the Class A and the Class B notes, we assumed no change in Luxembourg securitization law over the lifetime of the transaction.

Account Bank and Swap Counterparty

VWL has entered into a service agreement with the Issuer to perform tasks according to its usual business practices, such as the service and administration of the receivables. To fulfil its duties, VWL will transfer the collected funds to the Account Bank on behalf of the Issuer. Therefore, the Issuer has established at least four accounts as defined in the Account Agreement in accordance with the terms and conditions of the transaction structure. The Issuer is exposed to the default risk of The Bank of New York Mellon, Frankfurt Branch ("BNYM"), appointed to be the Account Bank. However, default risks are mitigated by certain downgrade provisions linked to the rating of the Account Bank. Should BNYM be downgraded, the Account Bank is required to transfer the balance of the account to another bank with sufficient ratings on its own cost. To assess the risk relating to the Account Bank, Creditreform Rating has undertaken an unsolicited bank rating of BNYM.

The Issuer will enter into two separate swap agreements with DZ Bank AG to mitigate exposure to interest rate changes over time and hedge the interest rate risk arising from receiving fixed rate payments under the lease receivables and paying a floating rate on the Class A and Class B notes. Under the terms of the swap agreements, the Issuer expects to receive floating rate payments based on 1-month Euribor plus spread in return of a fixed rate paid to the Swap Counterparty.

The Issuer is exposed to the risk of DZ Bank AG failing on any monthly payment, in which case the available distribution amount (including the cash reserve) may be insufficient to make required payments on the notes. Depending on the future development of interest rates, the Issuer may also

Downgrade and replacement provisions partly mitigate counterparty exposure

be obliged to transfer net payments to the Swap Counterparty. As the monthly net swap payments rank senior to any liabilities on the notes, the available distribution amount may be insufficient to cover all required payments on the notes. The transaction is also exposed to the risk of Swap Counterparty insolvency. In this case, substantial swap termination payments may arise depending on the future development of interest rates and the future market value of the swap.

To mitigate Swap Counterparty exposure, the structure foresees certain downgrade provisions linked to the rating of the Swap Counterparty which require certain actions should its ratings fall below a minimum rating threshold. These actions may include the collateralization of the referenced amounts by the Swap Counterparty, a transfer of obligations to a replacement Swap Counterparty, or the procurement of a guarantee. To assess the risk relating to the Swap Counterparty, Creditreform Rating has undertaken an unsolicited bank rating of DZ Bank Group.

Credit and Portfolio Risk

Creditreform Rating's credit and portfolio analyses were based on data provided by VWL, which included net loss vintage performance curves going back to 2002, as well as delinquency data going back to 2010. VWL provided stratification tables based on the final pool ("black pool") which allow a further assessment of the portfolio composition. The quality and quantity of data available was considered to be sufficient for the purpose of our analysis.

Receivables Pool Characteristics

Portfolio Composition

The portfolio consists of lease financing contracts originated by VW group dealers and entered into between lessees and VWL. It includes different vehicle brands (i.e. Volkswagen, Audi, SEAT, Skoda and VW LCV). The lease financing contracts are extended to commercial and non-commercial customers as a partially-amortizing finance lease. Dealers typically bear the residual value ("RV") risks related to the final sale, but may buy insurance against RV losses from VWL. A small percentage of lessees choose to bear part of the RV risk ("Open End Lease Contracts", see Table 7). At the end of the lease term, the vehicle will be sold by the dealer and the proceeds will be distributed according to the terms of the lease contract. The portfolio is well diversified and can be considered representative with respect to (1) geographical location and (2) industry sectors. This was established by comparing VCL 26 data to a total German economy benchmark (see "CRA Portfolio and Benchmark Analysis" below). The portfolio does not contain any significant single obligor concentrations.

Table 7: Portfolio Characteristics

Provisional Portfolio Characteristics	
Outstanding Discounted Receivables Balance (EUR)	1,595,754,013.10
Number of lease financing contracts	168,630
Number of lessees	99,442
Type of lessees:	
Retail customers (%) ¹	69.49
Corporate customers (%) ¹	30.51
Average nominal balance / lease contract (EUR)	10,185.70
WA seasoning (months)	8.79
WA remaining term (months)	30.35
Closed End Contracts (%) ¹	99.13
Type of Car	
New (%) ¹	95.31
Used (%) ¹	2.41
Demonstration vehicles (%) ¹	2.29
Type EA 189 engine vehicles (%) ¹	0.01

¹ Percentage of the Discounted Receivables Balance

The following graphs show the maturity profile of the portfolio at the cut-off date as well as the distribution of vehicles by brand (see below):

Figure 2: Contract Maturity Profile | Source: VWL, CRA

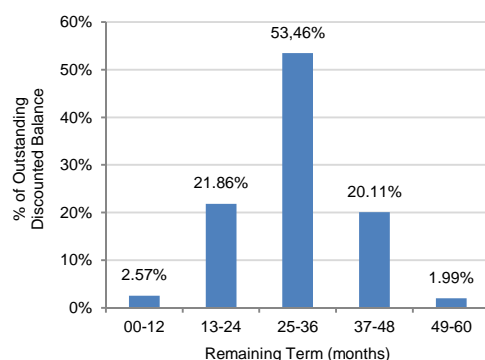
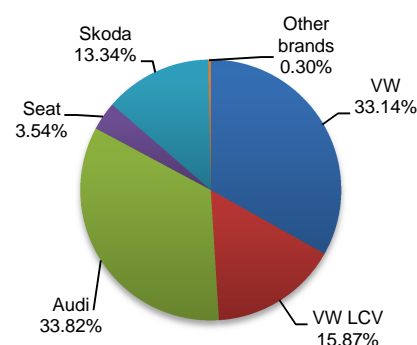


Figure 3: Brand Distribution | Source: VWL, CRA



Historical Performance

VWL provided delinquency performance data on single and business customers going back to 2008. Historically, delinquencies for the entire lease portfolio have shown a decreasing trend since 2013 (see Figure 4). Currently, delinquencies >90 days are more frequently observed with “single” retail customers as compared to “business” leasing-fleet customers (see Figure 5).

Figure 4: Delinquencies by Delinquency Period
Source: VWL, CRA

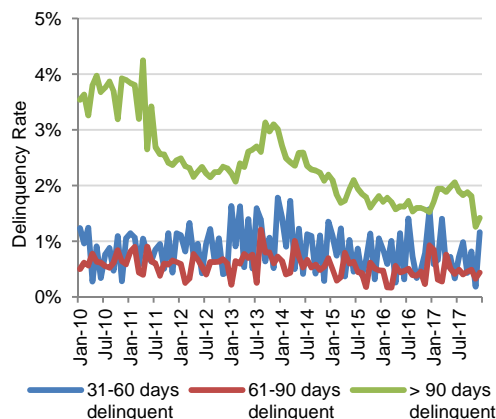
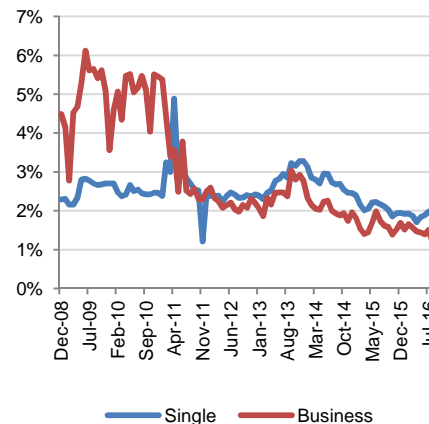


Figure 5: Delinquencies by Customer Type
Source: VWL, CRA



The lease financing contracts extended to customers typically grant a right to VWL to terminate a lease contract when the lessee is due more than two monthly lease instalments. As described in “Servicing and Collections” above, VWL normally reaches payment arrangements to remedy any outstanding liabilities with a client before terminating a lease contract.

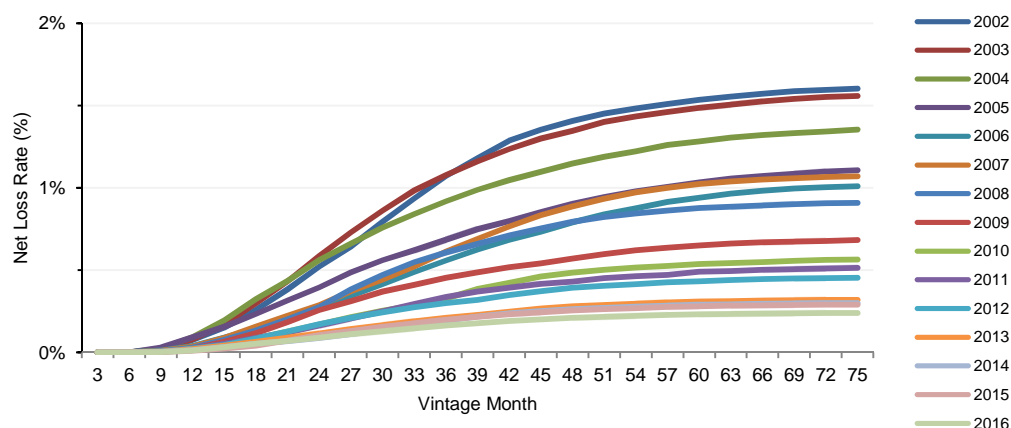
Credit Risk

Defaults

Creditreform Rating set its net-loss base case at 0.80%

VWL provided detailed total book vintage data on net losses. Creditreform Rating used this information to analyse the historical net loss performance of different vintages (see Figure 6):

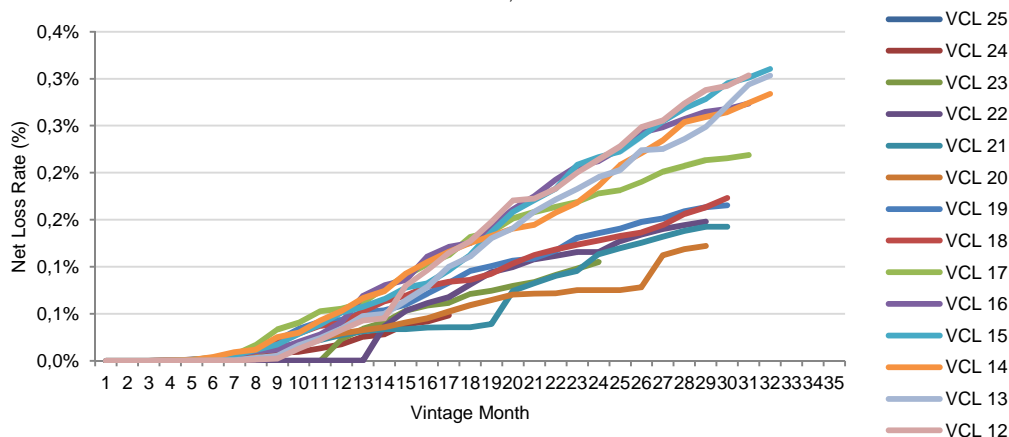
Figure 6: Net Loss Rates of VWL Total Lease Book by Year, extrapolated | Source: VWL, CRA



Historical and projected losses show a trend towards lower loss rates in younger vintages. This effect may, in part, be explained by improved servicing and collection performance of the Servicer. Moreover, the credit risk of the German corporate sector, which we consider a main driver of portfolio performance in the current lease securitisation, has been significantly decreasing since 2009 (see Creditreform Rating (2017): “Default Study - Ausfallraten in der Deutschen Wirtschaft 2016”). Our economic outlook for Germany remains positive and we expect corporate insolvencies to remain subdued due to a stable economic development and favourable macroeconomic indicators (see “Economic Outlook and German Auto Leasing Business” above).

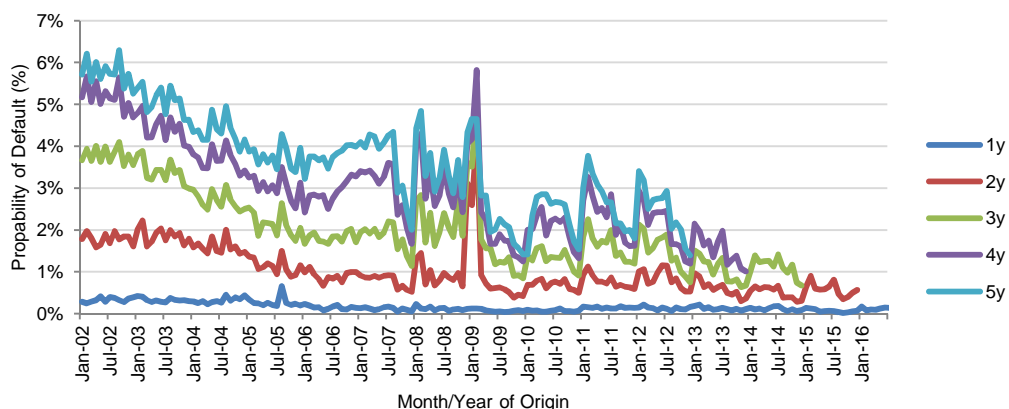
Observed differences between total-book vintage performances and the performances of previous VCL transactions with respect to recorded cumulative and dynamic net losses ratios (Figure 7) may be explained by the application of eligibility criteria at the pool cut-off date and VWL exercising its clean-up call option at the end of a VCL transaction.

Figure 7: VCL Transaction Net Loss Performance I Source: VWL, CRA



Analysis of historical default frequencies from vintage data reveals a trend towards declining default risk. In the graph below we show probabilities of default (“PD”) for different time horizons, combining overlapping vintages by date and time into a dynamic perspective (Figure 8):

Figure 8: Historical total book default rates, 1-year to 5-year probability of default I Source: VWL, CRA



In deriving our base case loss rate assumption, younger vintages were consequently considered a better indicator of future performance. Based on improved historical performance and a stable economic outlook, Creditreform Rating has set a base case net loss expectation of 0.8% for its rating analyses, taking into account the typical maturity profile of lease financing contracts and adjusting for the specific maturity profile of VCL 26.

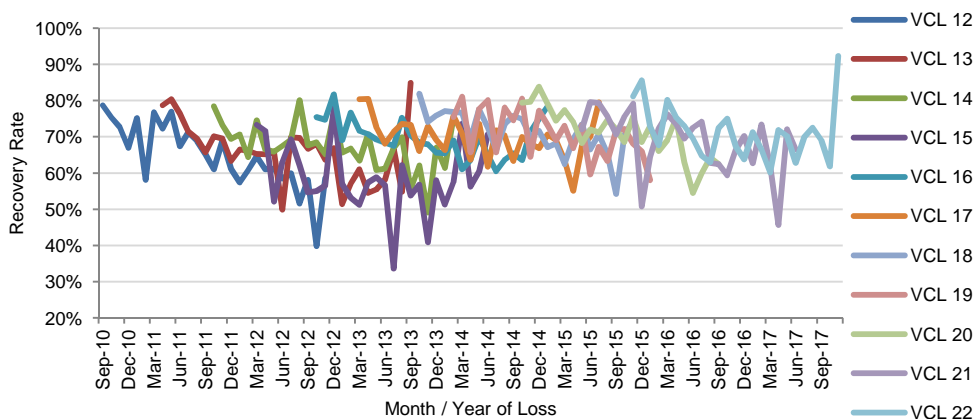
Recoveries

Creditreform Rating set the recovery base case at 65%

VWL did not provide explicit historical data on the recovery performance of its leases and leasing portfolios. However, an analysis of data on previous VCL transactions (VCL 12 - VCL 22)¹ derived from investor reports provided sufficient information to gauge the recovery performance of the Servicer (see below):

¹ WWFS is currently reviewing the reporting of lease level data in investor reports from VCL 23 – VCL 25. CRA has been advised to utilize this data only after the review is complete.

Figure 9: Historical recovery performance of VCL transactions | Source: VWL, CRA



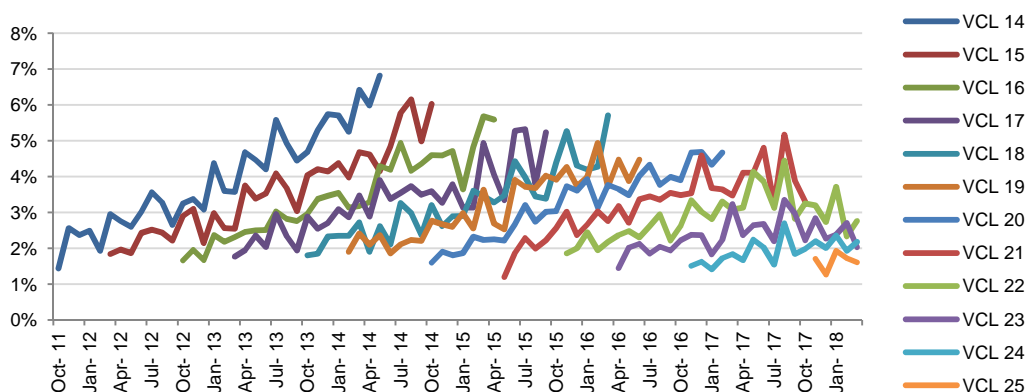
Despite a relatively stable performance (between 60%-70%), the data reveal a fair amount of variation over time. As a cross-check, Creditreform Rating also used vintage data in dynamic format to compare gross defaults to recorded net losses and assuming a granular and homogeneous distribution of contract values in order to calculate implied recovery rates at different time. Creditreform Rating has set the recovery base case at 65%. Combining our net-loss base case of 0.8% with a 65% recovery assumption leads to a gross-loss default rate base case expectation of 2.29% over the term of the transaction.

Prepayments

Creditreform Rating set the prepayment base case at 3.00% CPR

Creditreform Rating used data on prior VCL transactions to analyse historical prepayments. In general, the lease contracts purchased by the issuer do not provide a lessee with an option to prepay the lease contract. However, and subject to the discretion of VWL, lease contracts may be amended, resulting in a potential prepayment or early settlement of the lease contract. Prepayments have historically ranged between about 1 and close to 7 per cent annualized CPR (see Figure 10):

Figure 10: Historical prepayments (annualized CPRs) | Source: VWL, CRA



High prepayments pose a re-investment risk to investors because of a lower weighted-average life ("WAL") of the notes. However, it is Creditreform Rating's view that higher prepayments contribute to the structural stability of the transaction. From a rating perspective, lower prepayment assumptions represent a more conservative approach because the structure has to sustain the higher WAL of the notes resulting from an overall lower cash inflow. Following the analysis of empirical data available, the base case prepayment assumption was accordingly set to an average 3.0% annualized CPR prepayment rate.

Base Case Summary

Creditreform Rating's credit risk assessment was based on vintage data and prior VCL investor reports and results in the following base case assumptions, which will be used as an input to building rating scenarios and modelling the cash-flows of the structure. The loss parameters displayed in the following table are stated with respect to the lifetime of the transaction, taking into account the seasoning and remaining maturities of the pool (see Table 7):

Table 8: Summary of Base Case Assumptions

Credit Risk Parameter	Base Case
Gross Loss (%)	2.29
Recovery Rate (%)	65.00
Net Loss (%)	0.80
Prepayment Rate (% ann. CPR)	3.00

Residual Value Risk

VCL 26 does not securitise residual values of the purchased lease receivables. Therefore, the Issuer is not exposed to risks related to the securitization of residual values.

CRA Portfolio and Benchmark Analysis

Creditreform Rating conducted an extensive portfolio and benchmark analysis based on a randomly selected sample of N=10,000 contracts of the red pool at the end of January which were matched to CRA-internal default and risk metrics of the corresponding lessees. VWL provided the random sample including the payment and maturity-profile of each randomly selected lease receivable. From the initial sample, N=9,401 data points with N=7,537 different lessees could be identified in our data-bases and were used to conduct the CRA Portfolio and Benchmark Analysis. The sample was considered representative based on the analysis of structural parameters such as observed defaults and remaining maturities.

The CRA Portfolio and Benchmark Analysis include a comparative benchmarking of the portfolio sample against a stratified reference portfolio, as well as the derivation of the sample's risk profile according CRA-internal risk scores. This serves to validate the base case assumptions derived from historical data as a plausibility check and to size the portfolio credit risk using an independent data source as a complement to the analysis of Issuer-related historical data, both at initial ratings and during monitoring. Following the identification procedure, CRA-internal descriptive figures were matched to the sample data along with related credit and performance metrics.

The following charts compare distributional parameters of the VCL 26 pool sample with a snapshot of the total German economy:

Figure 11: Portfolio Composition by sector | Source: CRA

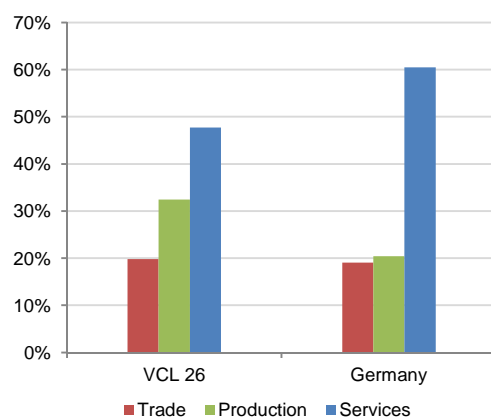
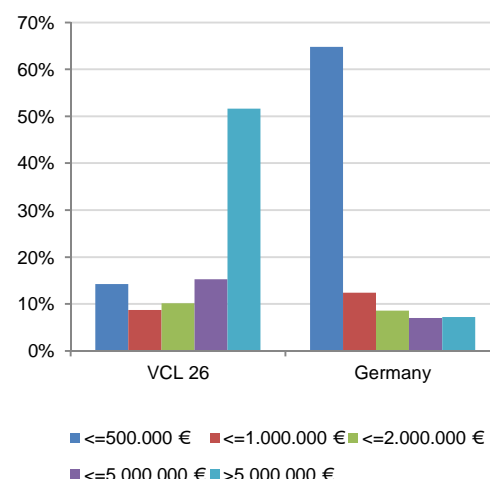


Figure 12: Portfolio Composition by Lessee Turnover | Source: CRA



While broad industry sectors match well with the total German economy, the composition of lessees markedly differs with respect to the turnover/sales classification of the lessees. In this regard, VCL 26 includes a significantly larger share of lessees classified as high turnover creditors; the largest share (51.7%) represent companies with a yearly turnover of more than five million EUR. From a credit risk perspective, this indicates an overall lower portfolio credit risk as compared to the German benchmark because high turnover companies have historically tended to show a significantly lower default risk than their low-turnover counterparts (see Creditreform Rating (2017): "Default Study - Ausfallraten in der Deutschen Wirtschaft 2016").

The credit quality of the portfolio is also supported by an analysis of the distribution of legal entities in the sample and a comparison to the total German economic background, revealing a significantly larger share of limited and stock companies within the VCL 26 portfolio as compared to the total German economy (see Table 9). At the same time, small businesses which represent the largest share of companies in Germany (45.4%) are significantly underrepresented in the portfolio, amounting to only 13.2% of all total lessees.

Table 9: VCL 26 Portfolio Composition by Type of Legal Entity | Source: CRA

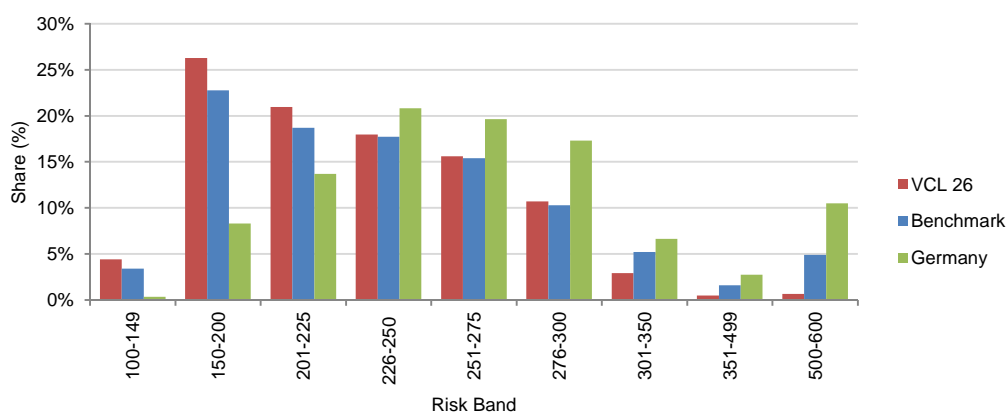
Legal form code	Total German Economy (%)	VCL 26 (%)
Self-employed	8.7	5.1
Small business	45.4	13.2
Partnership	3.5	2.6
Consortium	0.1	0.0
Private firm	3.2	2.7
OHG (general partnership)	0.8	0.7
KG (limited partnership)	1.2	1.0
GmbH & Co. KG	4.6	12.2
GmbH (limited company)	26.9	56.6
AG (stock company)	1.2	3.8
e.G. (cooperative society)	0.2	0.5
e.V. (non-profit association)	4.1	1.2
<i>Total</i>	<i>100.0</i>	<i>100.0</i>

An integral part of the CRA Portfolio and Benchmark Analysis covers the representation of the distribution of risk-classes of the VCL 26 portfolio, based either on frequency or weighted by contract volume. Risk classes range from score 100 (very low credit risk) to scores 500-600 (high risk of default/defaulted) and were constructed by splitting the range into different bands.

For comparative and benchmarking purposes, Creditreform Rating created a benchmark sample as a stratified random selection from the total German company data-base. In constructing the benchmark, the distributional characteristics of VCL 26 with respect to sector diversification and turnover/sales composition were taken into account. Risk-class distributions were elicited for the VCL 26 sample as well as for the benchmark.

Figure 13 shows the distribution of risk classes of the VCL 26 portfolio according to CRA-internal risk metrics, based on the data sample provided by VWL in comparison to the stratified benchmark sample and the total German economy:

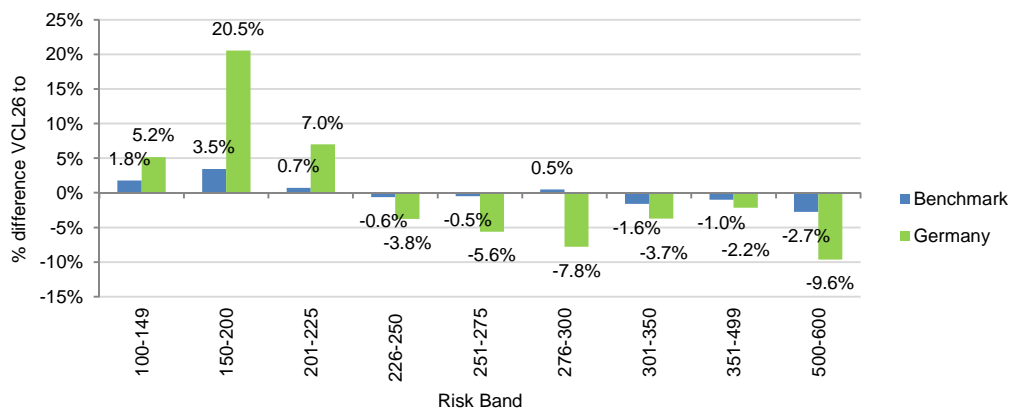
Figure 13: Distribution of Risk Classes | Source: CRA



The VCL 26 portfolio compares favourably against two benchmarks in terms of underlying asset quality

The major part of the VCL 26 portfolio consists of lessees in the lower risk bands, weighted by frequency or volume. While 55% percent of all lessees were classified into the lowest risk band, more than 54.4% of total lessees could still be classified into the 100-225 score range. Comparing the distribution of risk classes in the VCL 26 portfolio to our two benchmark measures, we observe the following percentage-differences across risk classes, using either the benchmark or the German total economy as a reference (Figure 14):

Figure 14: Percentage Differences by Risk Class, VCL 26 relative to reference | Source: CRA



Compared to the benchmark or the total German economy, the share of lessees with a high credit-risk (i.e. risk scores >250) is lower in the VCL 26 portfolio. At the same time, lessees with a lower credit-risk profile are overrepresented in VCL 26. This indicates an overall lower credit risk of the

portfolio in relation to the German economy and points to the effectiveness of the Seller's origination and underwriting practices, i.e. internal scoring systems and the lease application process.

As each risk class translates into a specific probability of default (PD, estimated by CRA), the distribution of risk classes allows the derivation of portfolio expected default and, combined with lease information, loss rates. To this end, risk band PDs were weighted by average one-year exposures of each risk class in the sample, taking into account the maturity and payment profile of each specific lease contract in the sample. As a corollary, we also calculated expected losses with respect to the current exposure. This information provides a plausibility check and validation of the base case derived from the analysis of historical data. It facilitates an assessment of the current default and loss performance with a view on future potential deviations from historical estimates. In order to mitigate potential estimation error (arising, for example, from diverging definitions of default) CRA used a calibration sample provided by VWL to adjust the analytical process inputs.

Table 10: Risk Classes and Expected Loss Calculations for VCL 26

CRA Risk Metrics			VCL 26 Portfolio							
Risk Class	CRA Score	Ø PD	Frequency			Initial Exposure		Risk Profile		
			Freq.	%	Ø PD 1y	€	%	Ø Default in €	%	Ø exp. Loss
1	100 - 149	0.07%	407	5.56%	0.78%	4,041,174	6.27%	2,728	0.58%	0.74%
2	150 - 200	0.18%	2,115	28.87%		20,067,719	31.13%	37,038	7.81%	
3	201 - 225	0.38%	1,493	20.38%		13,028,961	20.21%	49,718	10.49%	
4	226 - 250	0.66%	1,235	16.86%		10,447,044	16.21%	68,823	14.52%	
5	251 - 275	0.92%	1,093	14.92%		9,024,141	14.00%	82,889	17.48%	
6	276 - 300	1.91%	722	9.86%		5,732,434	8.89%	109,676	23.13%	
7	301 - 350	4.46%	219	2.99%		1,768,531	2.74%	78,937	16.65%	
8	351 - 499	12.84%	42	0.57%		344,661	0.53%	44,263	9.34%	
Total			7,326	100.0%		64,454,665	100.0%	474,072	100.0%	

As highlighted in Table 10, Creditreform Rating derived a one-year expected probability of default of 0.78% for the portfolio sample across all risk classes. The portfolio's expected gross loss was sized at 0.74% over a one-year time horizon based on average exposure in the first year and calculated with respect to the initial exposure of approximately EUR 64,454,665 in the VCL 26 sample data.

To compare this result to the base-case estimates as derived from historical data, Creditreform Rating then projected the performance of the transaction over its life, taking into account the seasoning and maturity profile of the asset pool and assuming no prepayments. The resulting expected gross loss was sized at 2.18% over the life of the transaction (see Table 11).

Table 11: Historical Data versus Portfolio Analysis Base Case Comparison

Credit Risk Parameter	Base Case
Gross Loss (%) <i>Historical Data</i>	2.29
Gross Loss (%) <i>Portfolio Analysis</i>	2.18

An important feature of the CRA Portfolio and Benchmark Analysis is the use of current credit information to inform historical data analyses. The above results generally confirm the base case gross loss assumption derived from the historical data. Therefore, an adjustment is not necessary.

The CRA Portfolio and Benchmark Analysis shows a lower portfolio credit risk (2.18% gross loss) compared to historical estimates

Cashflow Analysis

Creditreform Rating simulated the transaction cash flows in its proprietary cash flow model, which was tailored to the structure of VCL 26. The purpose of the cash flow analysis is to test the transactions' ability of paying interest and ultimate payment of principal by final maturity using stressed base case assumptions in each specific rating scenario. Creditreform Rating also tested the sensitivity of the transaction's performance with respect to increases in the default rate base case, decreases in the recovery rates, and prepayment scenarios.

A run-out schedule of the portfolio was implemented into the cash flow model taking into consideration the timing of defaults, the amount of prepayments, and the level of interest rates.

Rating Scenarios

Taking our loss assumptions as a starting point, Creditreform Rating then stressed its base case assumptions in higher rating scenarios in order to account for unexpected economic deterioration and worsening portfolio performance. Separate stress factors were applied to default and recovery rates to arrive at scenario-specific stressed loss expectations, which were then fed into the cash flow model.

CRA base case stresses:

AAA_{sf}: x4.56 default multiple
44.63% recovery haircut

A+_{sf}: x3.58 default multiple
35.76% recovery haircut

Default Rates

Following our "Rating of Auto ABS Securitisations" methodology and depending on the specific rating scenarios (AAA_{sf} and A+_{sf}), the stress multiples for default rates were set at x4.56 and x3.58, respectively. This leads to the rating-specific stressed gross loss of 10.42% for AAA_{sf} and 8.18% for A+_{sf}.

Recovery Rates

The base case recovery expectation of 65% was subjected to a rating haircut in each rating scenario. The recovery rate haircuts were set to 44.63% in the AAA_{sf} scenario and 35.76% in the A+_{sf} scenario, respectively. The haircuts take into account different transaction-specific features such as observed volatility, established recovery procedures and potential residual value deterioration caused by the manipulation of diesel emissions. As a result, the stressed recovery rates were set to 35.99% in an AAA_{sf} scenario and 41.76% in an A+_{sf} scenario. The scenario-specific expected losses were calculated by applying our rating multipliers and haircuts to the base case (Table 12).

Table 12: Stressed Assumptions

Rating Scenario	AAA _{sf}	A+ _{sf}
Base Case Gross Loss (%)	2.29	2.29
Default Multiple	4.56	3.58
Rating Loss Rate (%)	10.42	8.18
Base Case Recovery Rate (%)	65.00	65.00
Recovery Haircut (%)	44.63	35.76
Rating Recovery Rate (%)	35.99	41.76
Expected Net Loss (%)	6.67	4.76

Sensitivity Analysis

In order to gauge the effect of variations in default and recovery rates on rating indications, Creditreform Rating conducted a sensitivity analysis including independent and combined stresses of the default and recovery base case assumptions. Table 13 and Table 14 show the resulting rating indications for the Class A and Class B notes, respectively. For instance, the best case rating of an AAA_{sf} represents a scenario with unchanged base case assumptions. If the default rate base case was set to increase by 25%, our analysis would suggest a Class A note downgrade from AAA_{sf} to AA_{sf}. The worst case rating of BBB_{sf} for the Class A notes represents a scenario, where a severe 50% stress on both defaults and recoveries is applied collectively.

Table 13: Class A Sensitivities

Recovery Default	Base Case	-10%	-25%	-50%
Base Case	AAA _{sf}	AAA _{sf}	AA+ _{sf}	AA- _{sf}
+10%	AAA _{sf}	AA+ _{sf}	AA _{sf}	A+ _{sf}
+25%	AA _{sf}	AA _{sf}	A+ _{sf}	A- _{sf}
+50%	A+ _{sf}	A _{sf}	BBB+ _{sf}	BBB- _{sf}

Table 14: Class B Sensitivities

Recovery Default	Base Case	-10%	-25%	-50%
Base Case	A+ _{sf}	A+ _{sf}	A- _{sf}	BBB _{sf}
+10%	A _{sf}	A- _{sf}	BBB+ _{sf}	BB+ _{sf}
+25%	BBB+ _{sf}	BBB _{sf}	BBB- _{sf}	BB _{sf}
+50%	BBB- _{sf}	BB+ _{sf}	BB _{sf}	B+ _{sf}

Creditreform Rating tested scenarios with back-, even-, and front-loaded default timings. As highlighted in Table 15, Creditreform Rating also assessed the effect of changing the prepayment rate to 0%. Overall, we observed reduced sensitivities of the Class A and Class B notes.

Table 15: Class A and Class B Prepayment Sensitivities

Prepayment rate	Class A	Class B
Base Case (3.00%)	AAA _{sf}	A+ _{sf}
Zero	AAA _{sf}	A+ _{sf}

Appendix

Rating History

Event	Rating Date	Publication Date	Result
Initial rating	23.04.2018	25.04.2018	Class A AAA _{sf} / stable Class B A+ _{sf} / stable

Regulatory Requirements

Creditreform Rating AG was mandated on January 8, 2018 by VWL to conduct ratings for Class A and Class B notes each issued by VCL Multi-Compartment S.A., acting for and on behalf of its Compartment VCL 26. The rating was conducted on the basis of Creditreform Rating's "Rating Auto ABS Securitizations" methodology.

Important sources of information in the context of the ratings were, in addition to the submitted documents, a due diligence meeting in Braunschweig (Germany) on March 29, 2018. The submitted documents and information from VWL were sufficient to meet the requirements of Creditreform Rating AG's rating methodology.

A complete description of Creditreform Rating's rating methodologies is published on the following internet page: www.creditreform-rating.de.

This rating was carried out by analysts Philip Michaelis, Dr. Stephan Rompf and Sijia Zhang, all located in Neuss/Germany.

The black pool cut-off date is March 31, 2018. Closing occurs on April 25, 2018. The ratings are based on the pool portfolio information as of April 13, 2018, as provided by the originator.

The issuer or all relevant parties have examined the rating report prior to publication and were provided with at least one full working day to appeal the rating committee decision and provide additional information. The rating decision was not amended following this examination.

In 2011 Creditreform Rating AG was registered within the European Union according to EU Regulation 1060/2009 (CRA-Regulation). Based on the registration Creditreform Rating AG is allowed to issue credit ratings within the EU and is bound to comply with the provisions of the CRA-Regulation.

Conflict of Interests

No conflicts of interest were identified during the rating process that might influence the analyses and judgements of the rating analysts involved or any other natural person whose services are placed at the disposal or under the control of Creditreform Rating AG and who are directly involved in credit rating activities or approving credit ratings and rating outlooks.

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2. Collateral performance data
3. Audited financial statements
4. Website of the participants

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Creditreform Rating AG

Contacts

Creditreform Rating AG
Hellersbergstraße 11
D - 41460 Neuss

Fon	+49 (0) 2131 / 109-626
Fax	+49 (0) 2131 / 109-627
E-Mail	info@creditreform-rating.de
Internet	www.creditreform-rating.de

CEO:
Dr. Michael Munsch
Chairman of the board:
Prof. Dr. Helmut Rödl

HRB 10522, Amtsgericht Neuss