

Tesla Inc. (TSLA)

Mixed 3Q report with certain key KPIs somewhat below the Street; debate on AI related long-term profit potential likely to continue

TSLA

12m Price Target: **\$400.00**

Price: **\$438.97**

Downside: **8.9%**

Tesla reported revenue/non-GAAP diluted EPS (excluding SBC and non-cash gains/losses from digital assets) of \$28.1 bn/\$0.50, which was 6% above/\$0.06 below the Street (FactSet) and 2% below/\$0.12 below GS. The automotive non-GAAP gross margin (including SBC and excluding the revenue from regulatory credits) was 15.4%, below GS at 15.7% and consensus at ~16%.

We think the 3Q report was mixed to slightly negative relative to some focus areas for investors. While revenue and the overall gross margin were above consensus, we believe certain key KPIs for 3Q (e.g. the automotive non-GAAP gross margin and non-GAAP EPS), and the timeframes management outlined for Optimus 3 to be unveiled and enter production, were somewhat below investor expectations. We expect the stock to remain debated post results including on the near to medium term event path and long-term profit potential in AI related areas.

We expect a potentially volatile event path over the near to medium term for the stock, with investors likely to focus on the company's 11/6 shareholder meeting, the potential to remove safety observers from robotaxis in Austin before year-end, 4Q automotive deliveries (likely reported in early January), and the unveil of Optimus 3 (which the company suggested could now occur in 1Q).

We remain Neutral rated on the stock. Longer term, we expect Tesla to grow its EPS more meaningfully driven in part by larger contributions from autonomy and robotics, although our base case expectation for profits in these areas is more measured than the company is targeting given our expectations for market size/timing and competition.

3Q25 financial results

Tesla reported 3Q25 revenue of \$28,095 mn (up 25% qoq and up 12% yoy) which was 2% below GS at \$28,545 mn but 6% above the

NEUTRAL

Mark Delaney, CFA

+1(212)357-0535 | mark.delaney@gs.com
Goldman Sachs & Co. LLC

Will Bryant

+1(212)934-4705 | will.bryant@gs.com
Goldman Sachs & Co. LLC

Aman Gupta

+1(212)357-1549 | aman.s.gupta@gs.com
Goldman Sachs & Co. LLC

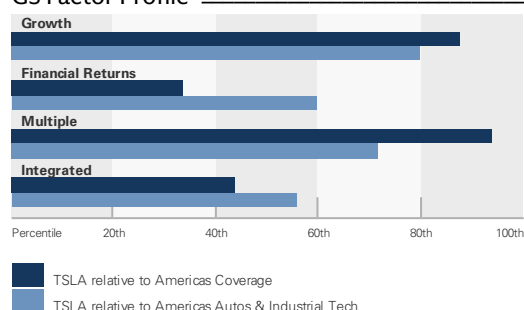
Key Data

Market cap: \$1.5tr
Enterprise value: \$1.5tr
3m ADTV: \$33.5bn
United States
Americas Autos & Industrial Tech
M&A Rank: 3

GS Forecast

	12/24	12/25E	12/26E	12/27E
Revenue (\$ mn) New	97,690.0	96,679.7	107,457.4	125,243.3
Revenue (\$ mn) Old	97,690.0	97,159.9	109,372.1	129,931.1
EBITDA (\$ mn)	15,974.0	14,702.3	18,533.3	24,621.9
EBIT (\$ mn)	7,076.0	4,415.4	6,641.7	10,678.0
EPS (\$) New	2.04	1.19	1.85	2.80
EPS (\$) Old	2.04	1.30	1.95	3.00
P/E (X)	113.0	NM	NM	156.5
Dividend yield (%)	0.0	0.0	0.0	0.0
Net debt/EBITDA (X)	(0.7)	(1.1)	(1.0)	(0.9)
	9/25	12/25E	3/26E	6/26E
EPS (\$)	0.37	0.40	0.17	0.39

GS Factor Profile



Source: Company data, Goldman Sachs Research estimates.
See disclosures for details.

NEUTRAL

Tesla Inc. (TSLA)

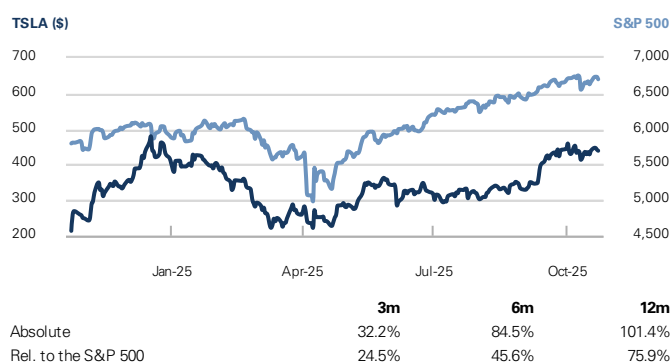
Rating since Jun 25, 2023

Ratios & Valuation

	12/24	12/25E	12/26E	12/27E
P/E (X)	113.0	NM	NM	156.5
EV/EBITDA (X)	45.4	95.2	75.8	57.3
EV/sales (X)	7.4	14.5	13.1	11.3
FCF yield (%)	0.4	0.4	0.3	0.2
EV/DACF (X)	53.0	110.8	90.8	69.1
CROCI (%)	21.8	16.2	17.1	19.2
ROE (%)	10.5	5.4	7.6	10.4
Net debt/EBITDA (X)	(0.7)	(1.1)	(1.0)	(0.9)
Net debt/equity (%)	(15.3)	(18.7)	(21.2)	(22.1)
Interest cover (X)	20.2	12.7	16.6	25.1
Inventory days	58.3	60.3	64.0	64.9
Receivable days	14.8	16.7	16.0	15.4
Days payable outstanding	61.2	63.3	68.6	62.6

Growth & Margins (%)

	12/24	12/25E	12/26E	12/27E
Total revenue growth	0.9	(1.0)	11.1	16.6
EBITDA growth	(8.2)	(14.0)	37.4	39.2
EPS growth	(21.7)	(41.8)	55.8	51.5
DPS growth	NM	NM	NM	NM
Gross margin	17.9	17.2	17.9	18.8
EBIT margin	7.2	4.6	6.2	8.5

Price Performance

Source: FactSet. Price as of 22 Oct 2025 close.

Income Statement (\$ mn)

	12/24	12/25E	12/26E	12/27E
Total revenue	97,690.0	96,679.7	107,457.4	125,243.3
Cost of goods sold	(80,240.0)	(80,035.3)	(88,177.2)	(101,642.7)
SG&A	(5,834.0)	(5,955.7)	(5,956.5)	(6,096.0)
R&D	(4,540.0)	(6,273.4)	(6,681.9)	(6,826.5)
Other operating inc./ (exp.)	-	-	-	-
EBITDA	12,444.0	10,706.3	14,715.6	20,478.1
Depreciation & amortization	(5,368.0)	(6,290.9)	(8,073.9)	(9,800.1)
EBIT	7,076.0	4,415.4	6,641.7	10,678.0
Net interest inc./ (exp.)	1,219.0	1,308.0	1,700.0	2,020.0
Income/ (loss) from associates	-	-	-	-
Pre-tax profit	9,032.0	5,657.4	8,341.7	12,698.0
Provision for taxes	(1,837.0)	(1,405.9)	(1,668.3)	(2,539.6)
Minority interest	(65.0)	(65.0)	(71.0)	(90.0)
Preferred dividends	-	-	-	-
Net inc. (pre-exceptionals)	7,130.0	4,186.5	6,602.3	10,068.4
Net inc. (post-exceptionals)	7,091.0	4,373.5	6,602.3	10,068.4
EPS (basic, pre-exceptiont) (\$)	2.23	1.30	2.03	3.08
EPS (diluted, pre-exceptiont) (\$)	2.04	1.19	1.85	2.80
EPS (ex-ESO exp., dil.) (\$)	--	--	--	--
DPS (\$)	-	-	-	-
Div. payout ratio (%)	0.0	0.0	0.0	0.0
Wtd avg shares out. (basic) (mn)	3,197.0	3,225.2	3,245.4	3,265.4
Wtd avg shares out. (diluted) (mn)	3,494.8	3,523.7	3,566.8	3,590.4

Balance Sheet (\$ mn)

	12/24	12/25E	12/26E	12/27E
Cash & cash equivalents	17,061.0	21,230.4	25,211.0	28,782.3
Accounts receivable	4,418.0	4,410.0	4,983.3	5,591.5
Inventory	12,017.0	14,405.9	16,496.5	19,666.6
Other current assets	25,268.0	28,470.0	28,470.0	28,470.0
Total current assets	58,764.0	68,516.2	75,160.9	82,510.4
Net PP&E	40,996.0	46,420.1	51,410.2	55,674.1
Net intangibles	394.0	372.0	308.0	244.0
Total investments	0.0	0.0	0.0	0.0
Other long-term assets	22,320.0	23,504.0	23,504.0	23,504.0
Total assets	122,070.0	138,223.3	149,794.0	161,343.5
Accounts payable	12,474.0	15,287.8	17,871.2	16,967.3
Short-term debt	-	-	-	-
Current lease liabilities	2,456.0	1,924.0	1,924.0	1,924.0
Other current liabilities	13,891.0	16,547.0	16,547.0	16,547.0
Total current liabilities	28,821.0	33,758.8	36,342.2	35,438.3
Long-term debt	5,757.0	5,778.0	5,778.0	5,778.0
Non-current lease liabilities	-	-	-	-
Other long-term liabilities	13,812.0	15,951.0	15,951.0	15,951.0
Total long-term liabilities	19,569.0	21,729.0	21,729.0	21,729.0
Total liabilities	48,390.0	55,487.8	58,071.2	57,167.3
Preferred shares	-	-	-	-
Total common equity	72,913.0	81,989.5	90,976.8	103,430.2
Minority interest	767.0	746.0	746.0	746.0
Total liabilities & equity	122,070.0	138,223.3	149,794.0	161,343.5
BVPS (\$)	20.86	23.27	25.51	28.81

Cash Flow (\$ mn)

	12/24	12/25E	12/26E	12/27E
Net income	7,153.0	4,418.5	6,602.3	10,068.4
D&A add-back	5,368.0	6,290.9	8,073.9	9,800.1
Minority interest add-back	-	-	-	-
Net (inc)/dec working capital	81.0	1,488.0	(80.6)	(4,682.2)
Others	2,321.0	3,174.0	2,385.0	2,385.0
Cash flow from operations	14,923.0	15,371.4	16,980.6	17,571.3
Capital expenditures	(11,339.0)	(9,134.0)	(13,000.0)	(14,000.0)
Acquisitions	(7,445.0)	(2,816.0)	-	-
Divestitures	-	-	-	-
Others	(3.0)	0.0	0.0	0.0
Cash flow from investing	(18,787.0)	(11,950.0)	(13,000.0)	(14,000.0)
Dividends paid	-	-	-	-
Share issuance/(repurchase)	-	-	-	-
Inc/(dec) in debt	3,244.0	(669.0)	-	-
Others	873.0	1,484.0	-	-
Cash flow from financing	3,736.0	748.0	0.0	0.0
Total cash flow	(128.0)	4,169.4	3,980.6	3,571.3
Free cash flow	3,584.0	6,237.4	3,980.6	3,571.3
Free cash flow per share (basic) (\$)	1.00	1.91	1.23	1.09

Source: Company data, Goldman Sachs Research estimates.

Street (FactSet) at \$26,540 mn. Tesla reported the following by segment:

- Automotive revenue of \$21,205 mn (up 27% qoq and up 6% yoy) compared to GS at \$21,342 mn and the Street at \$19,694 mn. The implied vehicle ASP was about \$41.8K and in line with our \$41.8K estimate. Sales of regulatory credits were \$417 mn in the quarter vs. our estimate of \$450 mn, down from \$439 mn last quarter and down from \$739 mn in 3Q24.
- Energy Generation and Storage revenue of \$3,415 mn (up 22% qoq and up 44% yoy) compared to GS at \$3,666 mn. Tesla commented that energy storage deployments were 12.5 GWh. Energy was Tesla's highest margin business in 3Q.
- Service and Other revenue of \$3,475 mn (up 14% qoq and up 25% yoy) compared to GS at \$3,536 mn.

As previously reported, total vehicle deliveries in the quarter were about 497K (up 29% qoq and up 7% yoy). Model 3/Y deliveries in the quarter were about 481K (up 29% qoq and up 9% yoy), and other model deliveries (e.g. S/X/Cybertruck) were about 16K (up 53% qoq and down 30% yoy). Tesla produced about 447K vehicles (up 9% qoq and down 5% yoy).

The total company gross margin (including SBC) was 18.0%, above both GS at 17.3% and the Street (FactSet) at 17.5%. The 2Q25 margin was 17.2%, and 3Q24 was 19.8%.

The automotive non-GAAP gross margin (including SBC and excluding the revenue from regulatory credits) was 15.4%, compared to GS at 15.7% and consensus at ~16% (with FactSet at ~16.3% and Visible Alpha Consensus Data at 15.6%). The margin was 15.0% in 2Q25 and 17.1% in 3Q24.

Tesla's cost per vehicle decreased sequentially to ~\$35.7K from \$35.9K in 2Q, but was up yoy from \$35.1K in 3Q24.

The Energy gross margin was 31.4% (above our 27.0% estimate), which was up from 30.3% in 2Q25 and up from 30.5% in 3Q24.

GAAP opex was \$3.43 bn vs. our \$3.05 bn estimate, in part due to \$238 mn for restructuring and other costs. The company also commented that legal expenses were higher in 3Q.

EBIT (including SBC) of ~\$1.62 bn was lower than our forecast of ~\$1.90 bn.

Non-GAAP diluted EPS (excluding SBC and digital asset non-cash mark to market adjustments) was \$0.50, below both GS at \$0.62 and the Street at \$0.56. We estimate that non-GAAP EPS including SBC was \$0.37 vs GSe at \$0.50. EPS downside compared to our estimate was driven primarily by 2% lower revenue, a ~30 bp lower non-GAAP auto gross margin ex. credits, higher opex (driven in part by restructuring, which we estimate was a ~\$0.05 headwind), and higher other expense. This was partially offset by higher Energy and Services segment margins.

Cash, cash equivalents and investments were up by \$4.9 bn qoq to \$41.6 bn, with FCF of \$3,990 mn in 3Q (we had estimated FCF would be \$4.9 bn as Tesla reduced inventory driven in part by higher vehicle sales ahead of the expiration of the IRA EV purchase credit in the US, although consensus was at ~\$1 bn for FCF). Inventory dollars were down \$2.3 bn qoq to \$12.3 bn.

Policy related updates

Management noted that the total tariff impact to its automotive and energy business for 3Q was in excess of \$400 million. The company also said that this was roughly evenly split between the automotive and energy businesses.

On regulatory credits, the company noted that although regulatory credits declined in the quarter, it entered into new contracts and continued to deliver on previous contracts. Recall we previously lowered our forecast for regulatory credits to reflect the less stringent federal and state emissions standards in the US, but continue to expect a degree of revenue driven by international markets especially Europe.

Key product updates and outlook

Tesla noted that the shifting of global trade and fiscal policies makes it difficult to measure the impact on its supply chains, cost structure, and demand for its products. The company also stated it remains on track for volume production of Cybercab, Tesla Semi, and its Megapack 3 products for 2026. The company added that it is in the process of installing the first generation production lines for Optimus in anticipation of volume production.

On robotaxi, Tesla commented that it is working toward removing the safety driver in large parts of Austin by the end of the year (similar to its previous commentary). Management also expects to be operating in several other metro areas by the end of the year pending regulatory approval, including Nevada, Florida, and Arizona.

On FSD, the company said that 12% of its installed base has paid for this product (we believe across both upfront licenses and subscriptions).

Tesla commented that it expects to unveil Optimus V3 in 1Q26. Recall the company had commented on its 2Q call that it expected to have a prototype late this year and scale production next year. Also, recall that management has previously noted that it believes it can get to >1 mn annual units per year for Optimus by the end of the decade.

On the energy business, the company commented that its Megablock product will begin shipping next year out of its Houston factory. Moreover, the company highlighted that it has seen a surge in residential solar demand in the US which management expects to continue through 1H26 due to pending policy changes. However, the company said competition and tariffs could be headwinds to Energy segment gross margins.

Management noted that it expects its 2025 capex to be around \$9 bn and that it expects 2026 capex to increase substantially.

Implications

We think the 3Q report was mixed to slightly negative relative to some focus areas for investors. While revenue and the overall gross margin were above consensus, we believe certain key KPIs for 3Q (e.g. the automotive non-GAAP gross margin and non-GAAP EPS), and the timeframes management outlined for Optimus 3 to be unveiled and enter production, were somewhat below investor expectations. We expect the stock to remain debated post results including on the near to medium term event path and long-term profit potential in AI related areas. Please see our recent report, Platforms & Power – Part II: Humanoids and profit implications for autos & industrial tech, for more details on our outlook for the humanoid market.

We expect a potentially volatile event path over the near to medium term for the stock, with investors likely to focus on the company's 11/6 shareholder meeting, the potential to remove safety observers from robotaxis in Austin before year-end, 4Q automotive deliveries (likely reported in early January), and the unveil of Optimus 3 (which the company suggested could now occur in 1Q).

Specifically:

- On the 11/6 shareholder meeting, we believe some investors view the proposed CEO compensation plan through the lens of the 2018 award that correlated with significant outperformance in the stock, as previously discussed in our note "[Framing regional delivery trends, global consumer survey data, and longer-term EPS scenarios](#)". Although how the stock trades post 11/6 may depend not only on the outcome of the compensation plan but also any details related to new products.
- On Optimus 3, the timing for a prototype to be revealed in 1Q is slightly later than we believe had been previously implied by company commentary on the 2Q call of this occurring around year end. In addition, commentary that production of Optimus 3 could begin toward the end of next year suggests in our view that 2026 Optimus volumes could be somewhat limited. However, the actual reveal of the prototype could still be a positive for the stock depending on capabilities/features shown.
- On removing safety observers from its robotaxis in Austin, Tesla's CEO similarly commented on X in early September that it planned to remove the safety observers by year end. Tesla has not released data to help investors gauge the probability of this occurring in 2025, and the company has historically been too optimistic on its AV targets. However, other AV companies have shown this can be achieved (e.g. Waymo, Pony AI), and if this were to occur then we believe it would be a positive catalyst for the stock.
- On vehicle deliveries, we continue to expect a decline in 4Q qoq driven by lower shipments into the US post the end of IRA purchase credits partly offset by seasonality internationally.

We remain Neutral rated on the stock. Longer term, we expect Tesla to grow its EPS more meaningfully driven in part by larger contributions from autonomy and robotics, although our base case expectation for profits in these areas is more measured than the company is targeting given our expectations for market size/timing and competition.

Estimate changes

We're lowering our vehicle delivery estimates for 2026/2027 to better reflect the lower cost versions of 3 and Y being different trims rather than what we had previously expected to be new models, although we still expect the Y L to help drive growth (as discussed in [our recent note](#)). Our delivery assumptions for 2025/2026/2027 move to 1.693 mn/1.815 mn/2.015 mn from 1.693 mn/1.865 mn/2.150 mn prior. Our assumptions compare to Visible Alpha consensus at 1.636 mn/1.855 mn/2.140 mn prior to the 3Q report.

We lower our 2025/2026/2027 EPS estimates including SBC to \$1.19/\$1.85/\$2.80 from \$1.30/\$1.95/\$3.00 driven by higher opex, and also lower vehicle delivery estimates for 2026/2027. Our CY25/26/27 non-GAAP EPS estimates (ex. SBC) are now

\$1.69/\$2.35/\$3.30.

Exhibit 1: Updated TSLA estimates

TSLA estimate revisions	2025E		2026E		2027E	
	Old GSe	New GSe	Old GSe	New GSe	Old GSe	New GSe
Deliveries (Ks)	1,693	1,693	1,865	1,815	2,150	2,015
Revenue	\$97,160	\$96,680	\$109,372	\$107,457	\$129,931	\$125,243
Automotive non-GAAP gross margin excl. credits	14.7%	14.6%	15.4%	15.4%	16.2%	16.1%
EBIT margin including SBC	4.7%	4.6%	6.5%	6.2%	8.9%	8.5%
Non-GAAP EPS including SBC	\$1.30	\$1.19	\$1.95	\$1.85	\$3.00	\$2.80
Non-GAAP EPS excluding SBC	\$1.80	\$1.69	\$2.45	\$2.35	\$3.50	\$3.30

Source: Goldman Sachs Global Investment Research

Valuation, price target, and key risks

We lower our 12-month price target to \$400 from \$425, which is based on 150X (unchanged) applied to our updated Q5-Q8E EPS estimate including SBC.

Key downside risks to our view relate to potentially larger vehicle price reductions than we expect, increased competition in EVs, a larger than expected tariff impact, slower EV demand, delays with products/capabilities like FSD/4680, key person risk, the internal control environment, margins, and operational risks associated with Tesla's high degree of vertical integration. Upside risks include faster EV adoption and/or share gain by Tesla, a stronger macroeconomic environment for new vehicle sales more generally, earlier new product launches than we expect, an earlier/larger impact from AI enabled products (e.g., FSD, Optimus and robotaxis), and a smaller than expected tariff impact than we currently anticipate.

Disclosure Appendix

Reg AC

We, Mark Delaney, CFA, Will Bryant, Aman Gupta and Ayush Ghose, hereby certify that all of the views expressed in this report accurately reflect our personal views about the subject company or companies and its or their securities. We also certify that no part of our compensation was, is or will be, directly or indirectly, related to the specific recommendations or views expressed in this report.

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GS Factor Profile

The Goldman Sachs Factor Profile provides investment context for a stock by comparing key attributes to the market (i.e. our universe of rated stocks) and its sector peers. The four key attributes depicted are: Growth, Financial Returns, Multiple (e.g. valuation) and Integrated (a composite of Growth, Financial Returns and Multiple). Growth, Financial Returns and Multiple are calculated by using normalized ranks for specific metrics for each stock. The normalized ranks for the metrics are then averaged and converted into percentiles for the relevant attribute. The precise calculation of each metric may vary depending on the fiscal year, industry and region, but the standard approach is as follows:

Growth is based on a stock's forward-looking sales growth, EBITDA growth and EPS growth (for financial stocks, only EPS and sales growth), with a higher percentile indicating a higher growth company. **Financial Returns** is based on a stock's forward-looking ROE, ROCE and CROCI (for financial stocks, only ROE), with a higher percentile indicating a company with higher financial returns. **Multiple** is based on a stock's forward-looking P/E, P/B, price/dividend (P/D), EV/EBITDA, EV/FCF and EV/Debt Adjusted Cash Flow (DACF) (for financial stocks, only P/E, P/B and P/D), with a higher percentile indicating a stock trading at a higher multiple. The **Integrated** percentile is calculated as the average of the Growth percentile, Financial Returns percentile and (100% - Multiple percentile).

Financial Returns and Multiple use the Goldman Sachs analyst forecasts at the fiscal year-end at least three quarters in the future. Growth uses inputs for the fiscal year at least seven quarters in the future compared with the year at least three quarters in the future (on a per-share basis for all metrics).

For a more detailed description of how we calculate the GS Factor Profile, please contact your GS representative.

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Quantum

Quantum is Goldman Sachs' proprietary database providing access to detailed financial statement histories, forecasts and ratios. It can be used for in-depth analysis of a single company, or to make comparisons between companies in different sectors and markets.

Disclosures

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Goldman Sachs had an investment banking services client relationship during the past 12 months with: Tesla Inc. (\$438.97)

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Goldman Sachs had a non-securities services client relationship during the past 12 months with: Tesla Inc. (\$438.97)

Goldman Sachs makes a market in the securities or derivatives thereof: Tesla Inc. (\$438.97)

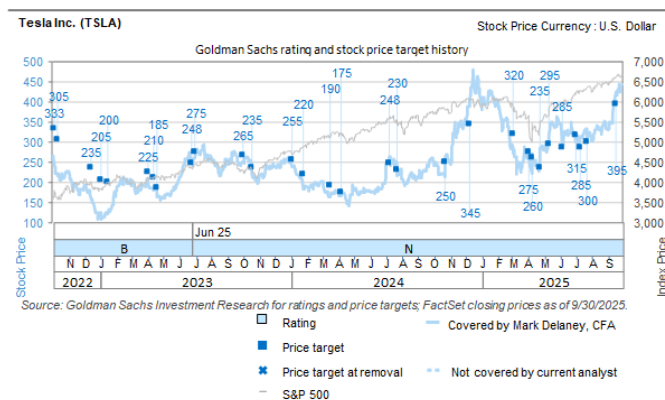
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Goldman Sachs Investment Research global Equity coverage universe

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Global	49%	34%	17%	63%	58%	42%

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Price target and rating history chart(s)



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Regulatory disclosures

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