



Corporate Communications

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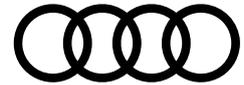
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► **traction: The transformation process is ongoing**

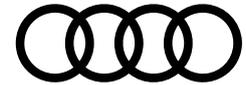
Audi is entering a new era: The turbulent 2017 financial year was marked by changes. Now the company is preparing for the increasing challenges of the digital age. Against the background of the diesel crisis, Audi is intensifying its sustainability activities.

Audi sees a successful finish to 2017 with a new sales record of 1,878,100 cars sold. In 2017, the brand with the four rings sold more than in the previous year in all three core markets: In the USA, Audi registered new record sales month after month. In China, the company was able to achieve a slight plus, while in Germany the sales continued at the very high level of 2016. The growth in 2017 was supported by the worldwide increasing demand for the Q models – more than one in three Audi vehicles sold is a sporty off-road vehicle.

The **electrification offensive has begun**, with the objective that one in three Audi vehicles sold by the middle of the next decade will be an electric car. The “Ionity” joint venture was created in cooperation with other car manufacturers. The objective is to establish a fast-charging network along the main traffic routes in Europe. **2018 is the year of the Audi e-tron**, the first electric car from the premium brand. A sporty SUV with a range suitable for everyday use and the performance of a typical Audi. Audi will electrify around 20 models by the mid 2020s, half of which will be strictly electric.

Digitalization, sustainability and urban mobility are the pillars of the new corporate strategy. Audi is in the middle of its **transformation into a digital premium car company** offering comprehensive solutions for individual premium mobility.

With 91,440 employees, the workforce of the Audi Group reached a new record high in 2017 (as of: March 31, 2018). 44,203 of these employees work at the Ingolstadt site and 16,883 at the Neckarsulm site. The company has extended the job guarantee for employees of AUDI AG until 2025. Modern working concepts, such as mobile working, interactive communication formats and progressive health management are accompanying the **change in the working world**. Audi supports further education with more than half a billion euros, especially in the areas of digitalization and electric mobility.



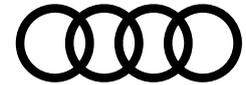
Audi is a leader in conditional automated driving. The premium brand is driving this key technology: With the four-door design study Audi Aicon, the brand with the four rings presents a fully self-driving Audi of the future – with no steering wheel or pedals. In addition to this, the new Audi A8* sets a new benchmark for the competition with over 40 driver assistance systems. It is the worldwide first production car to have been developed especially for conditional automated driving.

Audi models are made at twelve manufacturing sites in ten countries. The plant in San José Chiapa in Mexico is running at full steam: The most technologically advanced automotive factory in the country produced over 150,000 Audi Q5* units for the global market in 2017. The production network of the Audi Group also includes the Lamborghini and Ducati factories in Italy. The Italian supercar manufacturer delivered 3,815 cars to customers worldwide in the past year and continued its global growth for the seventh year running. The Lamborghini Urus* was the first SSUV (super sports utility vehicle) to be added to the range. With 55,871 motorcycles sold, Ducati also exceeded its result from the previous year and has registered a stable upward trend for the past eight years.

- As of 2018, **Audi Brussels** manufactures the first electric SUV exclusively for the global market. The Brussels plant has established its own battery assembly shop for the production of these electric cars.
- **Audi China** is starting local production of the Audi Q2 L. Together with partner FAW-Volkswagen, four fully electric models will be manufactured in the next four years.
- Meanwhile, **Audi Hungaria** has added **electric motors** to its range. With the Audi Q3*, the Hungarian factory will also be manufacturing its first SUV this year. A new 80,000-square meter (*861,112.8 sq ft*) body shop was built for the production of the Audi Q3*.

Strong domestic sites are a precondition for international success.

- **Audi Ingolstadt** is the **largest production site in the Audi Group**. Ingolstadt serves as headquarters, lead plant and **high-tech site with electric-vehicle competence**. At the beginning of the next decade, two electric cars are planned for Ingolstadt, a clear commitment to the home location. In 2017,



Ingolstadt extended its environmentally friendly repertoire with the Audi A4 Avant g-tron* and the Audi A5 Sportback g-tron*.

- **Audi Ingolstadt is an innovation powerhouse with five sites in the region:**

- Audi headquarters with lead plant and technical development
- System/module manufacturing in Münchsmünster
- Audi Neuburg with the Audi driving experience and Competence Center Motorsport/Audi Sport
- Neustadt proving grounds
- Future IN-Campus technology park

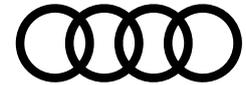
- **A sustainable, digital factory of the future is being built at the Ingolstadt site:**

- Production is highly flexible, intelligent, connected and ergonomic.
- Audi Toolmaking has as competence center for metal 3D printing.
- Robots relieve and support the employees.
- Flexible logistics concepts increase flexibility.
- Startups serve as a bridgehead for creative solutions.
- CO₂-neutral production is the long-term objective: clean cars from clean factories.

- In the next few years, **the Neckarsulm site** will be producing two electric cars for the Audi brand and a very sporty electric four-seater for the Audi Sport sub-brand, the Audi e-tron GT. Because fuel cells as energy sources are the next logical step in electric mobility, research into this topic meanwhile continues at full speed. Within the Volkswagen Group, Neckarsulm has taken on the development responsibility for this future key technology. In 2017, Audi opened a fuel cell competence center there with the concept of a project house.

▶ **Audi models 2017**

- **Driving pleasure under open skies:** The Audi A5 family was completed at the start of spring with the premiere of the new models Audi A5 Cabriolet* and Audi S5 Cabriolet*. Both models arrived at dealerships in Germany and other European countries in March 2017. Up to four people can enjoy intense driving pleasure under open skies in the open-top mid-sized models.

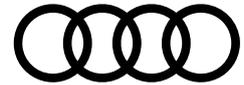


- **Generation change times two:** New generations of the successful Audi RS 5* and Audi RS 4 Avant* were presented in 2017 as sporty top models in the mid-size class. The recipe followed by Audi Sport GmbH is inspired by the previous models celebrated by customers and the media: a lightweight body and an incredibly powerful engine, quattro drive and a sport suspension, combined with elegant lines and maximum suitability for everyday use.
- **Leadership mission:** The brand with the four rings presented its vision in June 2017. The new Audi A8 embodies the future of the luxury class. In its fourth generation, the brand's flagship model once again provides the benchmark for "Vorsprung durch Technik" – with a new design language, an innovative touchscreen operating concept and a systematically electrified drive. The Audi A8 is also the world's first production car to have been developed for conditional automated driving. Six-cylinder and eight-cylinder engines form the basis of the engine portfolio. A prestigious twelve-cylinder and a highly efficient plug-in hybrid version complete the engine range.
- **Design and innovation reloaded:** After the A8 debut, another spectacular change came in November 2017: The second-generation Audi A7 embodies the new, progressive design language of the luxury class. Athletic proportions and dynamic body line define its emotive character. With the innovative lighting design and futuristic interior, the four-door Gran Turismo fuses design and technology in a unique way. The drive system of the new Audi A7 Sportback is now even more efficient thanks to a new mild-hybrid system (MHEV). For the launch, the Coupé will be available with either a 3.0 TFSI or a 3.0 TDI engine.

Motorsport at Audi

The factory motorsport program at Audi currently comprises participation in Formula E, DTM (German Touring Car Masters) and the World Rallycross Championship. Additionally, Audi Sport customer racing offers customers GT3 and GT4 variants of the Audi R8 LMS and the TCR touring car Audi RS 3 LMS.

Audi is the first German carmaker to participate in Formula E. The brand with the four rings takes over the places on the starting grid for the 2017/2018 season from ABT

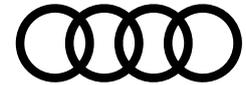


Sportsline. This is the last step to a full factory team, which will run under the name Audi Sport ABT Schaeffler. Daniel Abt (Germany) and reigning champion Lucas di Grassi (Brazil) will be driving for Audi.

Formula E is the foundation for a new era of motorsport: fully electric, at the heart of the world's most fascinating cities and with a new, unique racing format. The fourth season of Formula E kicked off on December 2, 2017. A total of twelve races on five different continents are on the schedule. Africa, Asia, Europe, North America and South America are part of the Formula E world tour, with Rome, Santiago de Chile and Zurich as new venues. This means the innovative electric racing series will stop over in Italy, Chile and Switzerland for the first time. The Formula E season finishes in July with a double bill – two races on one weekend – in New York.

In the **DTM**, the Motorsport Director Dieter Grass' team achieved the prestigious triple success in the 2017 season by winning all three trophies. René Rast beat three other Audi drivers to the driver's championship in his first full DTM season. The Audi Sport Team Rosberg finished the year as the best team with a lead of almost 100 points ahead of the Audi Sport Team Abt Sportsline in second place. In the manufacturer's championship, Audi Sport ended up dominating with a lead of over 200 points ahead of the competitors from BMW and Mercedes-Benz. To defend these titles, the six Audi RS 5 DTM 2018 will be starting in Hockenheim in May with slight modifications due to changes to the technical rules.

AUDI AG has also been active in the **FIA World Rallycross Championship** since 2017. The factory-backed EKS team with team boss and racing driver Mattias Ekström took second place in 2017 in the racing series that was established in 2014. The brand with the four rings continues its commitment in 2018. The EKS Audi Sport team starts into the new season with two all-wheel drive Audi S1 EKS RX quattro. The two cars are driven by the team boss himself, Mattias Ekström from Sweden, and the Norwegian Andreas Bakkerud.

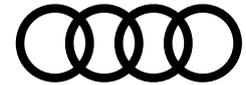


In 2017, the pilots and teams brought home a total of 24 titles and numerous race wins with the racing cars from **Audi Sport customer racing**. The outstanding successes included the victories at the 24-hour races at the Nürburgring and in Spa as well as the title defense in the Intercontinental GT Series. The Audi R8 LMS GT4 has been delivered to customer teams since December. In addition to the Audi R8 LMS GT3 and the Audi RS 3 LMS, the GT4 is the third model in the Audi customer sport family.

Committed to sports

From soccer, alpine and Nordic wintersports to the Kiel Regatta and the world's most popular tournament series for amateur golfers, the Audi quattro Cup – with its diverse involvement, Audi is a close partner and sponsor of regional, national and international sports.

- For more than 30 years, AUDI AG has been the main sponsor of the German Skiing Association, including all German national teams, and of another 15 national alpine skiing teams from other countries. Audi is also the title sponsor of the Audi FIS Skiing World Cup and of the Audi FIS Ski Cross World Cup, a partner of the Nordic Combined World Cup, the Ski Jumping and Cross Country Skiing World Cups as well as of the German-Austrian Ski Jumping Week, and was the presenting partner of the Alpine Skiing World Championship in St. Moritz in 2017.
- Since 2002, Audi and Germany's record champion soccer team FC Bayern Munich have been on the ball together.
- Internationally, Audi is involved with top teams such as Real Madrid, FC Barcelona, Red Bull Salzburg and RSC Anderlecht.
- The Kiel Regatta – the world's biggest sailing event – was part of the calendar last year, as was the Audi Summer Tour of FC Bayern Munich to China and the Audi quattro Cup World Final in Mexico.
- Audi's sporting involvement in 2015 was rounded off by support for the 2014 German ice hockey champions, ERC Ingolstadt, and for the Bundesliga soccer team FC Ingolstadt 04 as well as support for regional sports events in Ingolstadt and Neckarsulm.



▶ **Audi models 2018**

- **A fireworks of premieres:** No other year in the history of the Audi brand has been marked by so many new models and generations as 2018. Successors are introduced for large-volume models such as the Audi A6* and Audi Q3*; new product lines such as the Audi Q8 and especially the first fully electric production model of brand will be launched.
- **Audi A6 – a triple debut:** After the unveiling of the new Audi A7*, a changing of the guard is also imminent for the large-volume product line in the luxury class. The new Audi A6 will be unveiled, initially as a Sedan and during the further course of 2018 also as an elegant Avant and as a versatile allroad quattro. Strong and efficient engines as well as the pioneering design will once again create the preconditions for a top spot in the business class in this eighth generation.
- **Audi Q8 – a new face in the SUV upper house:** Roughly one year after the presentation of the Audi Q8 concept car, the brand with the four rings presents the production version of the SUV Coupé, which is closely related to the technology of the Audi Q7* bestseller.
- **Second generation Audi Q3:** 2018 will also see a debut at the other end of the SUV range, with the second generation of the compact Audi Q3 aiming to continue the success of its predecessor – sporty, versatile and with pioneering technology.
- **Fully electric into the future:** 2018 debuts the brand's first production car with fully electric drive – A sporty SUV with a range suitable for everyday use and the performance of a typical Audi
- **The best of both worlds:** The Audi A8 e-tron and Audi Q5 e-tron will expand the plug-in hybrid range of the brand. Both models are powered by a combination of internal combustion engine and electric motor, offering the best of both worlds. Plug-in hybrid electric vehicles can drive around 50 kilometers (*31.1 mi*) with only electric power and therefore without emissions, for example in metropolitan areas. On long-distance journeys, they reach performance levels and ranges which qualify them for the top group of the competition.



► **The Audi Group in figures**

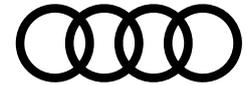
Financial figures	2016	2017	Change
	in million EUR	in million EUR	in %
Sales revenue	59,317	60,128	1.4
Operating profit before special items	4,846	5,058	4.4
Operating profit	3,052	4,671	53.0
Profit before tax	3,047	4,783	57.0
Profit after tax	2,066	3,479	68.4
Net cash flow	2,094	4,312	105.9
Operating return on sales before special items	8.2%	8.4%	
Operating return on sales	5.1%	7.8%	
Return on investment (ROI)	10.7%	14.4%	
Research and development ratio			
Ratio of capex	7.5%	6.3%	
	5.7%	6.4%	
Deliveries to customers	2016	2017	Change
			in %
Audi	1,867,738	1,878,105	0.6
Lamborghini	3,457	3,815	10.4
Ducati	55,451	55,871	0.8
Production incl. Lamborghini			
► Cars	1,903,259	1,879,840	-1.2
► Engines	1,927,838	1,966,434	2.0
► Motorcycles	56,978	56,743	-0.4
Employees			
► Audi Group (as of: December 31, 2017)	88,453	91,231	3.1



Audi is currently represented in more than 100 countries worldwide.

	2017	2016	Change vs. 2016
World	1,878,100	1,867,738	+ 0.6%
Europe	860,600	856,969	+ 0.4%
- Germany	294,544	293,307	+ 0.4%
- United Kingdom	175,217	177,565	- 1.3%
- France	63,980	61,752	+ 3.6%
- Italy	68,954	62,430	+ 10.5%
- Spain	56,083	51,879	+ 8.1%
USA	226,511	210,213	+ 7.8%
Mexico	15,051	15,330	- 1.8%
Brazil	10,035	12,011	- 16.5%
China (incl. Hong Kong)	597,866	591,554	+ 1.1%

AUDI AG set a **new record for unit sales** in 2017. By the end of the year, the company had delivered **1,878,100** automobiles to customers, 0.6 percent more than in the previous record-breaking year 2016. In 2017, the brand with the four rings sold more than in the previous year in all three core markets: In the United States, the Audi achieved new record-breaking sales month after month and closed 2017 with a growth of 7.8 percent. In China, the company not only managed to offset the poor delivery figures from the first half of the year, but even achieved a cumulative increase of 1.1 percent in the final sprint at the end of the year. In Germany, sales built on the very high level of 2016 with an increase of 0.4 percent. Worldwide, demand increased for the eighth year in a row since 2009. The global increase in demand for the Q models (+10.8% to around 689,150 cars) was a significant growth factor in 2017. More than one out of every three Audi models sold was therefore an SUV. In 2017, the most successful member of the Q family was the Audi Q5 with around 281,850 cars delivered.

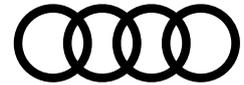


► **Digitalized production of the future**

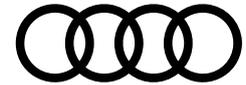
At Audi, premium quality in automobiles means maximum body quality through efficient production systems and new high-tech solutions.

AUDI AG has a very flexible and efficient production system: The **Audi Production System** (APS) is based on the fundamental principles of cycle, flow, pull and perfection. Audi systematically implements these principles in production and throughout the company, resulting in short turnaround times, low inventories and a large increase in productivity. The main focus is on the continuous improvement process (CIP). Increasing digitalization is paving the way for **the intelligent, fully connected factory**. New high-tech solutions in production enhance the very high quality level even further, while facilitating work on the assembly lines and ensuring better ergonomics at the workstations.

- **Planned from A to Z: Production and Plant Planning** is responsible for the planning of all vehicle projects of the Audi brand, including the design of the product, the manufacturing process and the production locations worldwide.
- **Leading the way in metal 3D printing:** Audi stands for the high quality of car bodies – by means of small radii, homogeneous surfaces and exact dimensions. Planners and toolmakers are conducting research into 3D printing, working in close cooperation with designers and developers. As a general contractor, **Audi Toolmaking** supplies both Audi and other brands of the Volkswagen Group with forming tools and body-manufacturing equipment.
 - At the metal 3D printing center, which is located in Toolmaking in Ingolstadt, Audi experts use laser melting processes to produce steel and aluminum parts from metal powder. This process is already being used in series production tools. This method could also be used to manufacture components for limited production vehicles in the future.
 - The Audi Toolmaking division currently employs more than 2,300 people at the five locations in Ingolstadt, Neckarsulm, Barcelona (Spain), Győr (Hungary) and Beijing (China); with approximately 1,100 of them working in Ingolstadt.
- **From sheets to complex geometries:** In the **press shops**, sheet steel and aluminum are formed into high-precision body parts. The metal sections left over from the forming process and not required for production are recycled.



- The modern large-capacity presses lead the field internationally in terms of productivity.
- The forming tools and tremendous press forces convert steel or aluminum rolls, called “coils”, into the complex geometries of the individual parts in up to six process steps. Particular attention is paid to surface quality.
- **Like magic:** The **body shops** are advanced manufacturing facilities characterized by innovative production technologies and maximum flexibility. Reflecting the focus on efficiency and sustainability during their planning, they feature an automatic matrix lighting control system, photovoltaic systems for renewable power generation on the roof and energy consumption analyses. Direct collaboration between humans and machines is already a reality here: A robot helps with the application of bonded seams in the body shop.
- **The perfect finish:** At the **paint shop**, it takes several coordinated stages of manufacturing to make a vehicle body shine in one of 30 standard colors. Quality is always top priority, from cathodic dip coating and base coats to clear coats. Since 2016, Audi has been operating a highly environmentally friendly top coat paint shop at the Ingolstadt site. This is thanks to the use of cutting-edge technologies such as air recirculation, dry scrubbing and cleaning of exhaust air.
- **Innovative production technologies:** In **assembly**, roughly 8,000 people working in three shifts assemble more than 2,500 Audi models each day, with no two cars alike – each Audi is individual.
 - During the assembly process, the “**electronic quality check**” ensures that the high safety requirements are met.
 - The **electronic vehicle job card** (eWBK) is also in successful operation. It displays on monitors exactly which component the employee needs for each car.
 - **Human-robot collaboration** (HRC) is also integrated into the A4/A5 assembly process. A new robot “colleague” works side-by-side with the employees without any safety fencing. “Robot-assisted adhesive application,” abbreviated from the German as KLARA, supports the installation of large CFRP roofs.

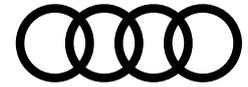


- Due to the growing variety of models and variants, a **new memory module** that provides greater storage capacity has been installed on the A3/Q2 assembly line.
- **Driverless transport systems**, such as the AGV (automated guided vehicle) “Paula”, revolutionize conventional production processes.

Punctual, flexible and efficient – logistics

Logistics have become much more important in the automotive industry. The growing variety of models is increasing process complexity along the entire value chain. Logistics at Audi ensure that vehicle production and market supply are punctual and flexible, with short turnaround times and low inventories. To master the complexity created by the variety of models at the plants, Smart Factory principles are already firmly integrated into the logistics processes.

- Since commissioning of Hall B at the Logistics Center (GVZ) at Ingolstadt in January 2017, Audi for the first time uses **driverless industrial trucks** for automated materials handling in production operation.
- In addition to this, Audi is the world’s first car manufacturer to combine traditional storage in a parts supermarket with **AGVs**. With this new way of picking according to the goods-to-person principle, the parts are automatically retrieved and transported to a fixed picking station.
- Loading of the cars for shipping has also been automated. “Ray” is a **parking robot** that picks up the new cars at a transfer station, sorts them by destination and marshals them for loading onto rail cars.
- The new Hall B with 30,000 square meters (*322,917.3 sq ft*) of usable floor space was commissioned in early 2017. At this **production and logistics workshop**, Audi employees produce cockpit and rear axle modules at the pre-assembly center, which are then delivered to the production lines just-in-sequence.
- The Soltau packaging site started operations in July 2017. It is the sixth of its kind within the **logistics network of AUDI AG**. Every year, Audi has up to 800,000 cubic meters of materials packaged at this site on over 45,000 square meters (*484,376.0 sq ft*). These components – from simple screws to



more complex components such as headlights, electronic control components or audio systems – are then transported to the international ports at Hamburg and Bremerhaven. From there, they are shipped to production locations in China, India, Brazil and Mexico.



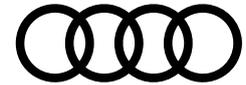
Production figures

Cars	Models (Fuel consumption and emissions figures of the models from page 43*)	2016	2017
Audi	A1	23,652	19,010
	A1 Sportback	81,600	76,336
	Q2	19,419	102,084
	A3	14,736	7,818
	A3 Sportback	198,086	167,741
	A3 Sedan	134,145	127,204
	A3 Cabriolet	15,029	10,716
	Q3	231,451	205,001
	TT Coupé	21,562	17,568
	TT Roadster	5,324	4,606
	A4 Sedan	222,566	205,423
	A4 Avant	119,271	99,505
	A4 allroad quattro	16,160	20,379
	A5 Sportback	34,782	76,919
	A5 Coupé	18,484	25,102
	A5 Cabriolet	11,851	17,574
	Q5	297,750	289,892
	A6 Sedan	203,766	195,295
	A6 Avant	61,508	54,131
	A6 allroad quattro	10,889	10,192
	A7 Sportback	26,307	16,968
	e-tron		4
	Q7	103,507	160,847
Q8		436	
A8	24,147	15,854	
R8 Coupé	3,050	1,888	
R8 Spyder	638	1,291	
	Audi brand total	1,899,680	1,875,784
Lamborghini	Huracán Coupé	1,315	1,822



Motorcycles	Models	2016	2017
Ducati	Scrambler	17,254	14,461
	Naked/Sport Cruiser	17,697	17,069
	Dual/Hyper	14,556	14,357
	Sport	7,471	10,856
	Ducati brand total	56,978	56,743
Engines	AUDI HUNGARIA Zrt.	1,926,638	1,965,165
	Automobili Lamborghini S.p.A.	1,200	1,269
	Total	1,927,838	1,966,434
	Huracán Spyder	1,104	827
	Aventador Coupé	587	1,008
	Aventador Roadster	573	278
	Urus		121
	Lamborghini brand total	3,579	4,056

As of: December 31, 2017



► **Organization**

The Audi Group comprises the following principal companies:

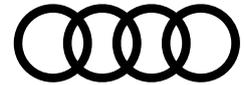
Fully consolidated companies

Germany

AUDI AG, Ingolstadt
Audi Electronics Venture GmbH, Gaimersheim
AUDI Immobilien GmbH & Co. KG, Ingolstadt
Audi Sport GmbH, Neckarsulm
Ducati Motor Deutschland GmbH, Cologne
UI-S 5-Fonds, Frankfurt am Main ¹⁾
PSW automotive engineering GmbH, Gaimersheim

Abroad

Audi Australia Pty. Ltd., Zetland
Audi Australia Retail Operations Pty. Ltd., Zetland
Audi Brussels S.A./N.V., Brussels
Audi Brussels Property S.A./N.V., Brussels
Audi (China) Enterprise Management Co. Ltd., Beijing
Audi do Brasil Indústria e Comércio de Veículos Ltda., São Paulo
Audi Hungaria Zrt., Győr
Audi Japan K.K., Tokyo
Audi Japan Sales K.K., Tokyo
Audi Luxemburg S.A., Strassen
Audi México S.A. de C.V., San José Chiapa
Audi Singapore Pte. Ltd., Singapore
Audi Tooling Barcelona S.L., Martorell
Audi Volkswagen Korea Ltd., Seoul
Audi Volkswagen Middle East FZE, Dubai
Audi Volkswagen Taiwan Co., Ltd., Taipei
Automobili Lamborghini S.p.A., Sant'Agata Bolognese
Ducati Motor Holding S.p.A., Bologna
Ducati do Brasil Indústria e Comércio de Motocicletas Ltda., São Paulo
Ducati Japan K.K., Tokyo
Ducati Motor (Thailand) Co. Ltd., Amphur Pluakdaeng
Ducati North America, Inc., Mountain View/CA
Ducati Motors de Mexico S. de R.L. de C.V., Mexico City



Ducati North Europe B.V., Zoeterwoude
Ducati (Switzerland) AG, Feusisberg
Ducati U.K. Ltd., Towcester
Ducati WEST EUROPE S.A.S., Colombes
Italdesign Giugiaro S.p.A., Moncalieri
Officine del Futuro S.p.A., Sant'Agata Bolognese
Volkswagen Group Italia S.p.A., Verona
Audi Canada Inc., Ajax / ON ²⁾
Audi of America, LLC, Herndon / VA ²⁾
Automobili Lamborghini America, LLC, Herndon / VA ²⁾

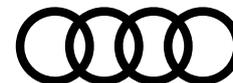
Companies accounted for using the equity method

Abroad

Volkswagen Automatic Transmission (Tianjin) Co., Ltd., Tianjin
There Holding B.V., Rijswijk
FAW-Volkswagen Automotive Co., Ltd., Changchun

1) These are structured entities pursuant to IFRS 10 and IFRS 12.

2) AUDI AG exercises control pursuant to IFRS 10.B38.

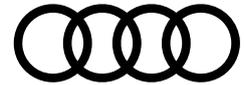


Transfer of profit and compensation paid to the shareholders

Volkswagen AG, Wolfsburg, holds around 99.55 percent of the share capital of AUDI AG. A control transfer and profit transfer agreement exists between the two companies. Instead of a dividend, the minority shareholders in AUDI AG receive compensation on their shares. The amount of this payment is related to the dividend paid by Volkswagen AG per ordinary share during the same financial year, which in each case is decided at the Annual Shareholders' Meeting of Volkswagen AG. AUDI AG shares are traded on six stock exchanges.

	2016 in EUR	2017 in EUR
Share prices (Xetra)		
High for the year	684.90	747.00
Low for the year	600.05	623.15
At year-end	631.00	725.95

(as of: December 31, 2017)



► **Board of Management of AUDI AG**

Rupert Stadler

Rupert Stadler has been Chairman of the Board of Management of AUDI AG since January 2007.

Wendelin Göbel

Wendelin Göbel has been Board of Management Member for Human Resources and Organization since September 2017.

Peter Kössler

Peter Kössler has been Board of Management Member for Production and Logistics since September 2017.

Bernd Martens

Bernd Martens has been Board of Management Member for Procurement since September 2012.

Peter Mertens

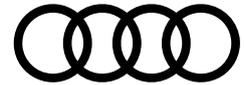
Peter Mertens has been Board of Management Member for Technical Development since May 2017.

Bram Schot

Bram Schot has been Board of Management Member for Sales and Marketing since September 2017.

Alexander Seitz

Alexander Seitz has been Board of Management Member for Finance, IT and Integrity since September 2017.



► **Modern work environments – focus on employees**

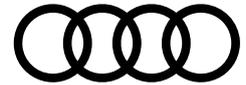
As an **attractive employer**, Audi offers its employees a modern work environment, creative freedom and diverse opportunities for individual development with a high level of job security. As of December 31, 2017, the Audi Group employed a total of 91,321 (2016: 88,453) people. 61,712 (2016: 60,655) employees worked at AUDI AG. The subsidiary AUDI HUNGARIA Zrt. had 12,307 (2016: 11,488), AUDI BRUSSELS S.A./N.V. had 2,792 (2016: 2,525) and AUDI MÉXICO S.A. de C.V. had 6,276 (2016: 5,009) employees. Automobili Lamborghini S.p.A. employed 1,585 (2016: 1,415) people at the end of the year, and Italdesign Giugiaro S.p.A. had 878 (2016: 868) employees. On December 31, 2017, Ducati Motor Holding S.p.A. and its fully consolidated subsidiary had a total of 1,570 (2016: 1,558) employees.

60.1 percent of the total workforce of AUDI AG were skilled workers in 2017. 49.9 percent of the employees in the non-production area were academics. 15.2 percent of employees were female. In September 2017, around 800 young people started their vocational education at AUDI AG. The total number of **apprentices and trainees** at the two German sites in Ingolstadt and Neckarsulm at the end of 2017 was approximately 2,700, spread over more than 20 different occupations. The proportion of women here was about 30 percent.

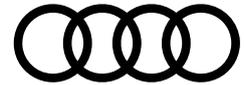
Further training has high priority at Audi. Imparting knowledge and knowledge transfer are more important than ever before to prepare employees for future topics such as digitalization and electric mobility. **Audi Akademie** is available to the employees of the Audi Group in all matters of competence development and practice-oriented training and development. The subjects range from personnel development to personality and behavioral training, as well as courses for technical qualification and language skills.

AUDI AG has developed numerous measures to help its staff enjoy long and active careers. The focus here is on prevention. **Ergonomic working conditions** have therefore been established both in production and in the offices.

The “Audi Checkup” health check – available to all employees free of charge – plays a major role in the workforce’s very good state of health.



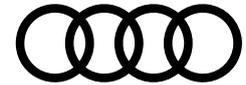
Audi takes account of the various life phases of its employees with more than **200 working time models** and the option for mobile working from anywhere. The company is continually expanding the “**Audi Spielraum**” childcare concept which combines all activities relating to childcare. This includes, for example, reserved places at day care centers near the plants, flexible short-term childcare and childcare offers for short and long school holidays.



► **Vorsprung durch Technical Development**

The **Technical Development** division of AUDI AG has its headquarters in Ingolstadt. Around 9,000 employees work at the approximately 33.5-hectare Technical Development complex, with an additional 1,700 employees in Neckarsulm. The Audi Group also has additional development centers in Győr (Hungary), Beijing (China) and San José Chiapa (Mexico). The designers, engineers and technicians in Technical Development bring the brand claim “Vorsprung durch Technik” to life throughout the entire product creation process – from design, new vehicle concepts and the development of engines and transmissions to the electrification of powertrains, electrical and electronic development and the development of car bodies and suspensions. Interdepartmental collaboration facilitates customer-focused solutions for strategic fields of innovation, such as urbanization, digitalization and sustainable premium mobility.

- **Enhancing connected collaboration:** 450 employees from Development, Model Series and Procurement work at the **SE Forum (Simultaneous Engineering)** with the task of shaping the automotive future. They use simultaneous engineering to shorten the development cycle for new models.
- The **Lighting Assistance Center**, a very large light testing tunnel which cars can drive into, is located in the basement of the SE Forum. From xenon plus headlights to matrix LED headlights and laser lights, Audi has been bringing pioneering innovations into production for 20 years.
- **Put to the test:** The Acoustics, Performance, Mechanical Engineering, Material Strength and Corrosion departments work at the **Physics Center**. Suspension Development inaugurated the new **Tank Technical Center** in 2015. Test routes worldwide are reproducibly recreated in the newly established laboratory environment. Work is also done on fuel, natural-gas and SCR systems. The building houses a laboratory for the “HiL test beds” for suspension electronics, motion test beds with environmental simulation as well as climate, cold and acoustics chambers.
- **Electronics? – Check!** The **Electronics Center** features a wide variety of measuring and testing equipment for vehicles. This is also the place for all aspects of in-car digitalization and connectivity.
- **New design center:** Audi has developed a new, innovative design process which combines the advantages of state-of-the-art 3D visualization with the



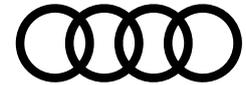
strengths of classic model-making craftsmanship – a digital design workshop is located at the Ingolstadt site. Around 600 employees from the areas of Design, Geometric Modeling and Pre-Development work in an area of 37,180 square meters (400,202.2 sq ft).

- **“Get in” a virtual Audi:** In the **Design Check** department, vehicle models can be viewed realistically and with accurate details in virtual reality (VR) studios before they are ever built.
- **Ready for any weather:** At the **Engine Center**, exhaust emissions and fuel consumption are measured under various climatic conditions. In addition to this, optimal aerodynamics are perfected at the **Wind Tunnel Center**. Established in 2010, the **Development and Test Center for Electrified Drive Systems** features cutting-edge test beds.

▶ **Strategic partnerships**

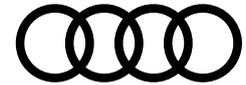
As it transforms itself into a digital premium car company, Audi is continually expanding its network of expertise, including beyond the boundaries of the factory. The company wants to evolve from being a traditional carmaker to a provider of premium mobility services. To achieve this, Audi is choosing various approaches for integrating creative and innovative ideas – including strategic cooperations, financial investments and fully owned subsidiaries. Here are just a few examples:

- Through the **Audi Electronics Venture GmbH (AEV)**, Audi currently holds stakes in seven technology companies, with the aim of generating innovations in strategically important fields of technology and jointly bringing them to market maturity in the automotive industry. A fully owned subsidiary located in Gaimersheim near Ingolstadt, AEV has been generating momentum and playing an active role in shaping the mobility of the future with us since **2001**. Examples of AEV technologies that have been successfully adopted in series production include the Audi virtual cockpit and the Audi tablet.
- Another internal innovation hub for digital expertise is **Audi Business Innovation GmbH (ABI)** in Munich, which was founded in **2013** and is also a fully owned subsidiary of AUDI AG. The company advances services and IT solutions in mobility of the future and digitalization. ABI partners with



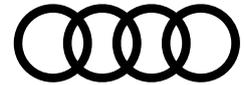
startups and is always interested in sharing knowledge on specific projects, such as digital platforms (myAudi) and solutions for customers.

- At the end of **2015**, a consortium made up of AUDI AG, the BMW Group and Daimler AG acquired the **HERE** map service from the Nokia Corporation. One of the world's leading developers and providers in the sector, HERE provides high-resolution digital navigation maps and location-based services – an important basis for autonomous driving in the future. In early **2017**, HERE expanded its IT expertise network when the U.S.-based chip manufacturer Intel and the Japanese electronics group Pioneer Corporation acquired a stake in the company. At the beginning of **2018**, Bosch and Continental acquired stake in HERE.
- Audi has been working directly with the Ingolstadt-based startup **arculus** since **2016**. The Ingolstadt-based company is developing a concept for **modular assembly** – in keeping with the principle “assembly islands instead of assembly lines.” The aim of the concept is to deal with the growing complexity and increasing numbers of model versions in vehicle production more flexibly and efficiently.
- In **2016**, 13 shareholders, including AUDI AG, founded the **Digitales Gründerzentrum der Region Ingolstadt GmbH** (digital founders' center of the Ingolstadt region). The organization with the name “brigk” focuses on supporting the startup scene that has taken root in and around Ingolstadt, with an emphasis on companies conducting research in areas related to digital mobility. Major enterprises in the region are among the founding members, along with universities and districts. The center for digital startups is funded by the Bavarian Ministry of Economic Affairs.
- The **5G Automotive Association** (5GAA) was founded in **2016**. Its mission is to ensure closer cooperation on the mobile phone network of tomorrow. The partners in the association are the BMW Group, Daimler AG as well as Ericsson, Huawei, Intel, Nokia and Qualcomm Inc. The global and cross-industry cooperation with headquarters in Munich jointly develops, tests and supports communication solutions for networked mobility. The collaborative undertaking has greatly expanded its network in recent months, adding more partners from the automotive industry and the information and

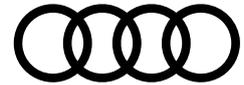


communications sector (including Bosch, Continental, Infineon, SAIC Motor, Deutsche Telekom, and Vodafone).

- Under the name **IONITY**, the Volkswagen Group together with Porsche and Audi, the BMW Group, Daimler AG and the Ford Motor Company founded a **joint venture for establishing a European fast charging network in 2017**. IONITY has set itself the objective of setting up around 400 high-power charging (HPC) stations for electric vehicles along the main traffic routes in Europe by 2020. With an output of up to 350 kW per charging point and the standardized Combined Charging System (CSC) standard, the involved car manufacturers want to significantly increase the long-range suitability and acceptance of electric mobility.
- **Autonomous Intelligent Driving GmbH (AID)**, a Munich subsidiary newly founded in **2017**, is working on the development of a software module for autonomous driving in urban settings. Plans call for the technology to be usable in the models of various brands of the Volkswagen Group by the start of the next decade, and it is also a key component for conceivable future mobility services, such as robot taxis.
- In **2017**, Audi announced its intention to expand its initial minority share in the US-based company **Silvercar** to 100 percent. The startup has successfully specialized in digitally based services for flexible vehicle use in the high-end market segment. Audi and Silvercar want to cooperate closely to expand their range of mobility products and services in the USA. The plans call for further development not only of the core business of Silvercar, but also of the Audi mobility services in the US market.
- And at international innovation hubs – including the **AIR office** (Audi Innovation Research), which has sites in Ingolstadt, San Francisco and Beijing, and the **ERL** (Electronic Research Lab) in Silicon Valley – Audi supports the Group research and development in the areas of connectivity, big data, mobility and digitalization.
- **The Audi R&D Center with headquarters in Beijing** works closely with strong local partners. Memorandums of intent have been signed with Alibaba, Baidu and Tencent to strengthen collaboration in the areas of data analysis, establishment of an Internet vehicle platform and intelligent urban traffic.



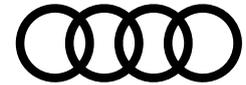
- In cooperation with **Alibaba**, Audi is the first premium manufacturer to offer high-resolution 3D maps in China.
- In cooperation with **Baidu** (strategic partnership), Audi is bringing CarLife services into cars.
- Audi is working with **Tencent** to develop the integration of Tencent MyCar services, such as location sharing, into Audi models.
- In the area of data communication, Audi cooperates with telecommunications equipment supplier **Huawei** and the mobile network operators **China Mobile** and **China Unicom**.
- AUDI AG is also actively pursuing personal exchange with the startup scene, particularly in the fields of mobility, big data and artificial intelligence. For this purpose, the **Denkwerkstatt** was founded in Berlin in **2016**. This co-working space is used by employees dispatched from different Audi divisions to work on strategically important future topics. In dialog with technology leaders from other industries, they create new approaches and business cases.



▶ **Premium quality for the digital age – quality assurance**

Compulsory and optional quality work: Quality is traditionally a core competence of the brand with the four rings. Audi customers and users have high expectations for the function, comfort and reliability of their cars. The robustness of the vehicle functions, the precision of the suspensions and the perfection of the gap sizes define the overall quality impression of each Audi model, as well as the highest standards for materials, workmanship and appearance. This is ensured by Audi Quality Assurance at all plants worldwide through a process-oriented quality management. It accompanies the products of the brand from development and manufacturing to technical service and demonstration of reliability in the markets.

A changing driving experience: In the digital age, quality assurance takes on additional and new tasks. The quality of alternative drive systems has to be validated and the networking of the car as well as its networking with the environment has to be ensured. The focus is also on automated driving, where reliability is a crucial aspect for gaining customers' trust in the new technology. With increasingly digital methods and processes as well as individual services, quality assurance provides a concrete contribution to the sustainable, networked and automated premium driving experience of the future.



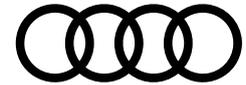
▶ **Economics and ecology in harmony – environmental protection at Audi**

Audi is committed to the sustainable use of raw materials and resources for the conservation of the environment. Audi takes a transparent approach to environmental protection at the company and involves all employees. This allows the company to implement its environmental policy goals for the long term. As a party to the **fifth Bavarian Environmental Pact**, AUDI AG provides an important contribution to environmental protection.

On the road to sustainable mobility

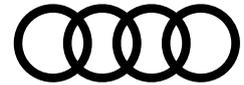
AUDI AG pursues the objective that the life cycle assessment of a vehicle is optimized even before the first kilometer is driven. Therefore, Audi will lower the specific CO₂ emissions by 25 percent based on the period from 2010 to the end of 2018.

- There are plans to reduce CO₂ emissions associated with the supply of energy at the German sites by 40 percent per vehicle manufactured by 2020.
- Environmental protection also entails conserving resources, including with respect to noise emissions, wastewater and energy consumption. Once again with 2010 as the baseline, the Group is also striving for an improvement of 25 percent per vehicle manufactured in the key environmental figures for energy, fresh water, waste and volatile organic compounds (VOC) by the end of 2018.
- For the period after 2018, a new target value of 35 percent is planned for the year 2025. Based on values from 2010, the five key figures listed above are to be reduced further, whereby global factors such as energy and CO₂ emissions are weighted more strongly.
- Audi is pursuing a vision of manufacturing all vehicles completely CO₂-neutral and wastewater-free in the future. In this context, the **corporate carbon footprint** of the Audi Group was certified in 2014 according to the globally valid standard ISO 14064. Based on detailed calculations, the Group's total emissions of greenhouse gases are transparent along the entire value chain.



Reducing the ecological footprint

- **Recycling:** The Ingolstadt, Győr (Hungary) and San José Chiapa (Mexico) production locations feature modern paint shops. Dry separation of the paint particles, air recirculation and exhaust air treatment result in significant reductions in thermal energy and water consumption as well as CO₂ emissions compared to conventional systems. Emissions of volatile organic compounds (VOC) are reduced by over 90 percent compared to the conventional technology with wet separation.
- **Water recycling:** To save water, Audi built a membrane bioreactor in Ingolstadt. Three treatment stages turn wastewater into hygienically safe industrial water. This will allow a one-third reduction in the amount of fresh water required in production in the future.
- Preserving water resources is a central issue in Mexico. For this reason, an additional wastewater processing plant is currently being built at the Audi plant in San José Chiapa for generating high-quality industrial water. In a first step, the required fresh water volume is reduced by a third.
- In the vicinity of the Mexican plant, 100,000 trees were planted and 25,000 pits were dug for collecting a total of 375,000 cubic meters of rainwater each year. The pits have several functions: They supply trees in the vicinity with water, guide the (filtered) collected water to the water table and reduce soil erosion.
- **Green electricity:** Audi is increasingly turning to green electricity for its production operations. In Ingolstadt, Audi has been manufacturing cars exclusively with green electricity since early 2012. The high-tech Audi Neuburg site and the Audi Münchsmünster production site procure 100-percent renewably generated electricity, as does the Brussels site. Since early 2018, Neckarsulm receives 50 percent green electricity and is scheduled to be converted to 100 percent by 2021. Other sites are to follow gradually.
- **Less CO₂:**
 - Since the fall of 2015, the new geothermal plant near Győr, Hungary, has covered approximately 60 percent of the heating requirements at Audi Hungaria.
 - Audi Logistics are a pioneer for climate protection. All rail transport for AUDI AG in Germany has been CO₂-neutral since the middle of 2017. This makes Audi the first company in Germany to implement its logistics rail traffic



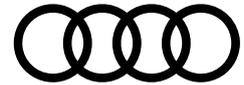
completely climate-neutral. Two modern plug-in hybrid locomotives are used at Ingolstadt for shunting work, significantly reducing emissions.

- Photovoltaic systems are in operation at many Group sites.
- Audi Brussels operates the world's first certified CO₂-neutral volume production in the premium segment. All processes in the vehicle production of the Belgian plant as well as all other emissions generated at the site, which do not arise directly in production, are either covered by renewable energy or compensated with environmental projects.
- **Environmental protection beyond the plant gates:** The Eichenwald research project of the Audi Environmental Foundation started in 2008. In addition to a test area near Ingolstadt, the project now covers various areas near the sites in Ingolstadt, Neckarsulm, Győr (Hungary), Brussels (Belgium), Sant'Agata Bolognese (Italy) and San José Chiapa (Mexico) with a total of 100,000 trees.

Environmental protection far off from cars

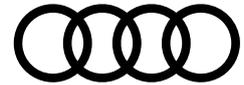
The commitment of AUDI AG to the environment also manifests itself in the **Audi Environmental Foundation**. The Audi Environmental Foundation is an active supporter of research in new technologies and scientific methods for a future worth living. It was established by AUDI AG in 2009 as a 100% subsidiary and is part of the brand's social and eco-political activities. Its declared objective is to provide a contribution to environmental protection and to create and support ways and means for sustainable actions. The foundation focuses in particular on the support and development of environmentally compatible technologies, measures for environmental education and on the protection of the natural habitat for humans, animals and plants.

(www.audi-stiftung-für-umwelt.de).

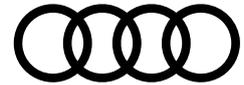


► History of the Audi Group

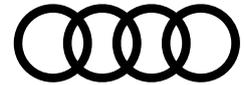
- 1899 August Horch establishes the company August Horch & Cie in Cologne.
- 1901 The first Horch automobile is built.
- 1902 August Horch & Cie Motor- and Motorwagenbau is established in Reichenbach im Vogtland on March 3.
- 1909 Following a quarrel with the Supervisory Board, August Horch leaves August Horch Motorwagenwerke AG, which had been based in Zwickau since 1904, and founds a new company, also in Zwickau. He chooses the Latin translation of his surname as the name of the new company: Horch ("hark") thus becomes Audi.
- 1921 Audi is the first car manufacturer in Germany to introduce left-hand drive and central gear change as a standard.
- 1931 The world's first volume-produced car with front-wheel drive is introduced: the DKW Front (F1).
- 1932 The carmakers Audi, DKW and Horch in Saxony and the automobile division of Wanderer-Werke merge to form Auto Union AG, based in Chemnitz. The company chooses four interlinked rings as its logo.
- 1945 Auto Union AG in Saxony is seized by the Soviet occupying forces and the factories are dismantled. A few months after the war, a central depot for Auto Union parts is set up in Ingolstadt to supply the vehicles traveling in the Western zones.
- 1948 Auto Union AG is removed from the commercial register in the city of Chemnitz.
- 1949 The newly established Auto Union GmbH is entered in the commercial register of the city of Ingolstadt. Production of the DKW RT 125 W motorcycle and the DKW F 89 L high-speed van commences in former garrison buildings.
- 1958 Auto Union GmbH is acquired by Daimler-Benz AG.
- 1959 The first DKW Junior is produced at the new plant in Ingolstadt.
- 1964 The majority of shares in Auto Union GmbH are acquired.
- 1965 The first postwar Audi comes from Ingolstadt.
Production of the DKW models is gradually discontinued.
- 1966 Auto Union GmbH becomes a wholly owned VW subsidiary.



- 1969 Auto Union GmbH and NSU Motorenwerke AG are merged to create Audi NSU Auto Union AG, with headquarters in Neckarsulm.
- 1971 “Vorsprung durch Technik” becomes Audi’s striking advertising slogan.
- 1980 Audi quattro: the first production car with permanent all-wheel drive is presented in Geneva.
- 1982 The third generation of the Audi 100, the world’s most aerodynamic production sedan, causes a sensation with the world’s best coefficient of drag of 0.30.
- 1985 The company is renamed to AUDI AG with headquarters in Ingolstadt. Product and company now bear the same name.
- 1986 The third generation of the Audi 80 excels with outstanding aerodynamics and a fully galvanized body.
- 1988 On August 13, AUDI AG and First Automotive Works (FAW) sign the contracts for the production of the Audi 100 under license in Changchun, northern China.
- 1990 Audi presents the Audi duo, a hybrid model based on the Audi 100 Avant quattro.
- 1993 Establishment of AUDI HUNGARIA MOTOR Kft. in Győr (Hungary) as a fully owned subsidiary of AUDI AG.
The plant is officially opened on October 12, 1994.
- 1994 Audi makes a quantum leap in automotive engineering with the market launch of the Audi A8, featuring the revolutionary aluminum Audi Space Frame (ASF).
- 1995 Audi becomes a ten-percent stakeholder in the FAW-Volkswagen joint venture established in 1991. Volkswagen holds 30 percent, FAW 60 percent.
- 1998 A contract for the acquisition of Lamborghini is signed on July 24
- 2000 Inauguration of Audi Forum Ingolstadt (Audi museum mobile, restaurant, art house cinema).
- 2005 Official inauguration of Audi Forum Neckarsulm.
- 2007 Audi increases its number of sites. The production of Audi models starts in Brussels (Belgium) and Aurangabad (India).
- 2008 Audi passes the mark of one million vehicles sold for the first time in its history with 1,003,469 vehicles delivered to customers.



- 2009 The Audi brand celebrates its 100th anniversary on July 16.
- 2011 In the spring, Audi starts producing the Audi Q3 at the SEAT site in Martorell, Spain.
- 2012 Audi acquires the tradition-steeped Italian manufacturer of sports motorcycles Ducati Motor Holding S.p.A., which has its registered office in Bologna.
- 2013 Official opening of the new car plant with a full process chain in Győr, Hungary. AUDI HUNGARIA MOTOR Kft. now produces engines and automobiles.
Opening of the system/module production in Münchsmünster near Ingolstadt: Competence Center for high-tech suspension parts, aluminum structural parts and pressed parts.
FAW-VW and Audi open a second plant in Foshan, southern China.
- 2014 Opening of Audi Neuburg: Audi driving experience, Competence Center Motorsport/Audi Sport and Audi Sport customer racing.
Opening of Audi Böllinger Höfe at the Neckarsulm site (Logistics Center and Audi R8 production).
- 2015 IN-Campus: acquisition of the former Bayernoil site in Ingolstadt, future technology center.
New Brazilian production location in Curitiba in the state of Paraná.
- 2016 Opening of the Audi transmission plant in Tianjin in August (second expansion following opening by Volkswagen Automatic Transmission Tianjin).
Opening of the first own automotive factory in North America on September 30, 2016 in San José Chiapa in the Mexican state of Puebla, production of the Audi Q5* for the global market.
- 2017 Commissioning of new production and logistics building at the Logistics Center (GVZ) Ingolstadt
Opening of the new Design Center at the Ingolstadt site
Opening of the Competence Center for Fuel Cells at the Neckarsulm site



▸ **Locations worldwide**

Audi manufactures vehicles at locations around the world to be as close to its customers as possible. In addition to the two German Audi plants in Ingolstadt and Neckarsulm, this includes five additional production sites in Europe: Győr (Hungary), Brussels (Belgium), Martorell (Spain), Bratislava (Slovakia) and Kaluga (Russia). In Asia, Audi produces in Aurangabad (India), Changchun and Foshan (China). On the American continent, Audi models are manufactured in Curitiba (Brazil) and San José Chiapa (Mexico). The Audi Group also includes the Lamborghini site in Sant'Agata Bolgnese (Italy) and the three Ducati motorcycle plants in Bologna (Italy), Amphur Pluakdaeng (Thailand) and Manaus (Brazil). At all sites, production worldwide complies with uniform, maximum quality standards, as required by the Audi Production System and according to the principle: **“made by Audi”**.



► Facts and figures

AUDI AG

Chairman of the Board of Management:	Rupert Stadler
Chairman of the Supervisory Board:	Herbert Diess
Employees (AUDI AG):	61,172 (as of: December 31, 2017)
Employees (Audi Group):	91,231 (as of: December 31, 2017)
Deliveries to customers (2017):	1,878,100 cars of the Audi brand
Production (2017):	1,879,840 cars (including Lamborghini and CKD)

Audi site in Ingolstadt

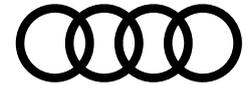
Established:	1949
Plant manager:	Albert Mayer
Site area:	2,737,500 m ² (29.5 million sq ft)
Employees:	44,217 (as of: December 31, 2017)
Production (2017):	538,103 cars

Audi site in Neckarsulm

Established:	1873 in Riedlingen (from 1880 in Neckarsulm)
Plant manager:	Helmut Stettner
Site area:	approx. 1.32 million m ² (14.2 million sq ft) (including Audi Böllinger Höfe)
Employees:	16,955 (as of: December 31, 2017)
Production (2017):	193,016 cars (including CKD)

Audi site in Győr (Hungary)

Site:	AUDI HUNGARIA Zrt.
Established:	1993
Chairman of the Board of Management:	Achim Heinfling
Chairman of the Supervisory Board:	Peter Kössler
Site area:	5,167,366 m ² (55.6 million sq ft)
Employees:	12,307 (as of: December 31, 2017)



Segments: Engine production, car production,
toolmaking, technical development
Production (2017): 1,965,165 engines, 105,491 cars

Audi site in Brussels (Belgium)

Site: AUDI BRUSSELS S.A./N.V.
Established: 1949
Executive: Patrick Danau
Chief Executive Officer: Peter Kössler
Site area: 540,000 m² (*5.8 million sq ft*)
Employees: 2,792 (as of: December 31, 2017)
Production (2017): 95,288 cars

Audi site in San José Chiapa (Mexico)

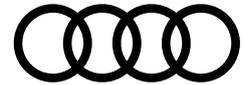
Site: Audi México S.A. de C.V.
Managing Director: Alfons Dintner
Site area: 4.6 million m² (*49.5 million sq ft*)
Audi start of production: 2016
Employees: 6,276 (as of: December 31, 2017)
Production (2017): 158,543 cars

Audi site in Martorell (Spain)

(contract manufacturing)
Site: SEAT
Audi start of production: 2011
Production (2017): 114,372 cars

Audi site in Curitiba (Brazil)

(contract manufacturing)
Site: Volkswagen do Brasil Indústria de Veículos
Automotores Ltda.
Managing Director: Johannes Roschek
Audi start of production: 2015
Production (2017): 5,159 vehicles



Audi site in Bratislava (Slovakia)

(contract manufacturing)

Site: VOLKSWAGEN SLOVAKIA
Audi start of production: 2005
Production (2017): 106,640 cars

Audi site in Changchun (China)

(Joint venture)

Site: FAW-Volkswagen Automotive Company Ltd.
Established: 1988
Production (2017): 467,468 cars

Audi site in Foshan (China)

(Joint venture)

Site: FAW-Volkswagen Automotive Company Ltd.
Established: 2013
Production (2017): 85,191 cars

Audi site in Aurangabad (India)

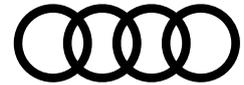
(contract manufacturing)

Site: Skoda Auto India Private Limited (SAIPL)
Audi start of production: 2007
Production (2017): 6,513 cars

Audi site in Kaluga (Russia)

(contract manufacturing)

Site: Volkswagen Group RUS
Audi start of production: 2013
Production (2017): 1,049 cars



Automobili Lamborghini S.p.A.

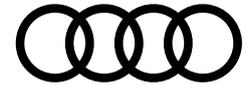
President and CEO: Stefano Domenicali
Established: 1962
Employees: 1,585 (as of: December 31, 2017)
Production (2017): 4,056 cars

Ducati Motor Holding S.p.A.

CEO: Claudio Domenicali
Established: 1926
Employees: 1,570 (as of: December 31, 2017)
Production in Bologna (2017): 46,780 motorcycles
Production in Thailand (2017): 8,792 motorcycles
Production in Brazil (2017): 1,171 motorcycles

Italdesign Giugiaro S.p.A.

CEO: Jörg Astalosch
Established: 1968
Employees: 878 (as of: December 31, 2017)



► **Press spokesmen/women**

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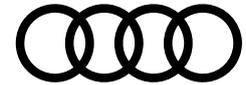
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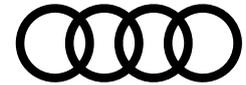
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Communications Automobili Lamborghini S.p.A.

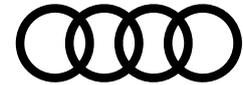
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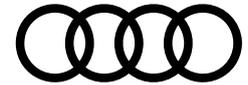


► **Fuel consumption and emissions figures of the models produced in 2017***

Audi site in Ingolstadt

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi Q2	6.4 – 4.1 (36.8 – 57.4)	146 – 109 (235.0 – 175.4)
Audi A3	7.1 – 3.9 (33.1 – 60.3)	163 – 103 (262.3 – 165.8)
Audi A3 Sportback	8.4 – 3.9 (28.0 – 60.3)	192 – 103 (309.0 – 165.8)
Audi S3	7.1 – 6.4 (33.1 – 36.8)	163 – 146 (262.3 – 235.0)
Audi S3 Sportback	7.1 – 6.5 (33.1 – 36.2)	163 – 149 (262.3 – 239.8)
Audi RS 3 Sportback	8.4 – 8.3 (28.0 – 28.3)	192 – 189 (309.0 – 304.2)
Audi A4 Sedan	7.7 – 3.7 (30.5 – 63.6)	174 – 95 (280.0 – 152.9)
Audi A4 Avant	8.8 – 3.8 (26.7 – 61.9)	200 – 99 (321.9 – 159.3)
Audi A4 allroad quattro	6.8 – 4.9 (34.6 – 48.0)	154 – 127 (247.8 – 204.4)
Audi RS4 Avant	8.8 (26.7)	200 – 199 (321.9 – 320.3)
Audi S4 Sedan	7.7 – 7.5 (30.5 – 31.4)	174 – 170 (280.0 – 273.6)
Audi S4 Avant	7.9 – 7.7 (29.8 – 30.5)	179 – 175 (288.1 – 281.6)
Audi A5 Sportback	7.7 – 4.1 (30.5 – 57.4)	174 – 106 (280.0 – 170.6)
Audi A5 Coupé	8.7 – 4.0 (27.0 – 58.8)	197 – 105 (317.0 – 169.0)
Audi S5 Sportback	7.7 – 7.5 (30.5 – 31.4)	174 – 170 (280.0 – 273.6)
Audi S5 Coupé	7.7 – 7.5 (30.5 – 31.4)	174 – 170 (280.0 – 273.6)
Audi RS 5 Coupé	8.7 (27.0)	197 (317.0)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)	CNG consumption in kg/100 km	Power consumption combined kWh/100 km
Audi A3 Sportback e-tron	1.8 – 1.6 (130.7 – 147.0)	40 – 36 (64.4 – 57.9)	-	12 – 11.4
Audi A3 Sportback g-tron	5.5 – 5.1 (42.8 – 46.1)	98 – 89 (157.7 – 143.2) [CNG]; 128 – 117 (206.0 – 188.3) [gasoline]	3.6 – 3.3	-
Audi A4 Avant g-tron	6.5 – 5.5 (36.2 – 42.8)	124 – 102 (199.6 – 164.2)	5.3 – 3.8	-



		[CNG]; 147 - 126 (236.6 - 202.8) [gasoline]		
Audi A5 Sportback g-tron	6.3 - 4.1 (37.3 - 57.4)	135 - 102 (217.3 - 164.2) [CNG]; 143 - 110 (230.1 - 177.0) [gasoline]	5.9 - 3.8	-



Audi site in Neckarsulm

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi A4 Sedan	7.7 – 3.7 (30.5 – 63.6)	174 – 95 (280.0 – 152.9)
Audi A5 Cabriolet	8.0 – 4.4 (29.4 – 53.5)	181 – 114 (291.3 – 183.5)
Audi S5 Cabriolet	8.0 – 7.9 (29.4 – 29.8)	181 – 179 (291.3 – 288.1)
Audi A6 Sedan	9.4 – 4.2 (25.0 – 56.0)	218 – 109 (350.8 – 175.4)
Audi A6 Avant	9.6 – 4.4 (24.5 – 53.5)	224 – 114 (360.5 – 183.5)
Audi A6 allroad quattro	6.5 – 5.6 (36.2 – 42.0)	172 – 149 (276.8 – 239.8)
Audi S6 Sedan	9.4 – 9.2 (25.0 – 25.6)	218 – 214 (350.8 – 344.4)
Audi S6 Avant	9.6 – 9.4 (24.5 – 25.0)	224 – 219 (360.5 – 352.4)
Audi RS 6 Avant	9.6 (24.5)	223 (358.9)
Audi RS 6 Avant performance	9.6 (24.5)	223 (358.9)
Audi A7 Sportback	7.2 – 5.5 (32.7 – 42.8)	163 – 142 (262.3 – 228.5)
Audi S7 Sportback	9.3 (25.3)	215 (346.0)
Audi RS 7 Sportback performance	9.5 (24.8)	221 (355.7)
Audi A8	8.0 – 5.6 (29.4 – 42.0)	182 – 145 (292.9 – 233.4)
Audi A8 L	8.0 – 5.6 (29.4 – 42.0)	182 – 146 (292.9 – 235.0)
Audi A8 L W12**	11.2 – 11.0 (21.0 – 21.4)	259 – 254 (416.8 – 408.8)
Audi S8**	10.0 – 9.4 (23.5 – 25.0)	231 – 216 (371.8 – 347.6)
Audi S8 plus**	10.0 (23.5)	231 (371.8)
Audi R8 Coupé	13.4 – 12.4 (17.6 – 19.0)	306 – 283 (492.5 – 455.4)
Audi R8 Spyder	13.6 – 12.6 (17.3 – 18.7)	309 – 286 (497.3 – 460.3)

Audi site in Győr (Hungary)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi TT Coupé	8.4 – 4.6 (28.0 – 51.1)	192 – 122 (309.0 – 196.3)
Audi TT Roadster	8.5 – 4.7 (27.7 – 50.0)	194 – 126 (312.2 – 202.8)
Audi TTS Coupé	7.3 – 6.7 (32.2 – 35.1)	168 – 155 (270.4 – 249.4)
Audi TTS Roadster	7.5 – 6.9 (31.4 – 34.1)	173 – 159 (278.4 – 255.9)
Audi TT RS Coupé	8.4 – 8.2 (28.0 – 28.7)	192 – 187 (309.0 – 300.9)
Audi TT RS Roadster	8.5 – 8.3 (27.7 – 28.3)	194 – 189 (312.2 – 304.2)
Audi A3 Sedan	8.4 – 3.9 (28.0 – 60.3)	191 – 102 (307.4 – 164.2)
Audi A3 Cabriolet	6.8 – 4.3 (34.6 – 54.7)	156 – 113 (251.1 – 181.9)
Audi S3 Sedan	7.1 – 6.4 (33.1 – 36.8)	163 – 148 (262.3 – 238.2)
Audi S3 Cabriolet	6.8 – 6.7 (34.6 – 35.1)	156 – 113 (251.1 – 181.9)



Audi RS 3 Sedan | 8.4 – 8.3 (28.0 – 28.3) | 191 – 188 (307.4 – 302.6)

Audi site in Brussels (Belgium)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi A1	7.1 – 3.7 (33.1 – 63.6)	166 – 97 (267.2 – 156.1)
Audi A1 Sportback	7.2 – 3.7 (32.7 – 63.6)	168 – 97 (270.4 – 156.1)
Audi S1	7.2 – 7.0 (32.7 – 33.6)	168 – 162 (270.4 – 260.7)
Audi S1 Sportback	7.2 – 7.1 (32.7 – 33.1)	168 – 166 (270.4 – 267.2)

Audi site in San José Chiapa (Mexico)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi Q5	8.5 – 4.5 (27.7 – 52.3)	195 – 117 (313.8 – 188.3)
Audi SQ5	8.5 – 8.3 (27.7 – 28.3)	195 – 189 (313.8 – 304.2)

Audi site in Martorell (Spain)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi Q3	8.6 – 4.2 (27.4 – 56.0)	203 – 109 (326.7 – 175.4)
Audi RS Q3	8.6 – 8.4 (27.4 – 28.0)	203 – 198 (326.7 – 318.7)

Audi site in Curitiba (Brazil)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi A3 Sedan	8.4 – 3.9 (28.0 – 60.3)	191 – 102 (307.4 – 164.2)
Audi Q3	8.6 – 4.2 (27.4 – 56.0)	203 – 109 (326.7 – 175.4)

Audi site in Bratislava (Slovakia)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi Q7	7.6 – 5.5 (30.9 – 42.8)	199 – 144 (320.3 – 231.7)
Audi SQ7	7.6 – 7.2 (30.9 – 32.7)	199 – 189 (320.3 – 304.2)



	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)	Combined electrical consumption in kWh/100 km
Audi Q7 e-tron	1.9 – 1.8 (123.8 – 130.7)	50 – 48 (80.5 – 77.2)	19.0 – 18.1
Audi Q7 e-tron quattro	1.9 – 1.8 (123.8 – 130.7)	50 – 48 (80.5 – 77.2)	19.0 – 18.1

Audi site in Changchun (China)

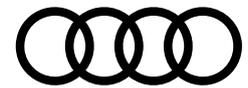
	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi A4L	This model is exclusively available for the Chinese market.	
Audi A6L	This model is exclusively available for the Chinese market.	
Audi A6 L e-tron	This model is exclusively available for the Chinese market.	
Audi Q3	8.6 – 4.2 (27.4 – 56.0)	203 – 109 (326.7 – 175.4)
Audi Q5	8.5 – 4.5 (27.7 – 52.3)	195 – 117 (313.8 – 188.3)

Audi site in Foshan (China)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi A3 Sportback	8.4 – 3.9 (28.0 – 60.3)	192 – 103 (309.0 – 165.8)
Audi A3 Sedan	8.4 – 3.9 (28.0 – 60.3)	191 – 102 (307.4 – 164.2)

Audi site in Aurangabad (India)

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Audi A3 Sedan	8.4 – 3.9 (28.0 – 60.3)	191 – 102 (307.4 – 164.2)
Audi A4 Sedan	7.7 – 3.7 (30.5 – 63.6)	174 – 95 (280.0 – 152.9)
Audi A6 Sedan	9.4 – 4.2 (25.0 – 56.0)	218 – 109 (350.8 – 175.4)
Audi Q3	8.6 – 4.2 (27.4 – 56.0)	203 – 109 (326.7 – 175.4)
Audi Q5	8.5 – 4.5 (27.7 – 52.3)	195 – 117 (313.8 – 188.3)
Audi Q7	7.6 – 5.5 (30.9 – 42.8)	199 – 144 (320.3 – 231.7)



Audi site in Kaluga (Russia)

	Combined fuel consumption in l/100 km <i>(US mpg)</i>	Combined CO ₂ emissions in g/km <i>(g/mi)</i>
Audi Q7	7.6 – 5.5 <i>(30.9 – 42.8)</i>	199 – 144 <i>(320.3 – 231.7)</i>



Automobili Lamborghini S.p.A.

	Combined fuel consumption in l/100 km (US mpg)	Combined CO ₂ emissions in g/km (g/mi)
Lamborghini Huracán	14.5 (16.2)	330 (531.1)
Lamborghini Huracán Spyder	14.6 (16.1)	333 (535.9)
Lamborghini Huracán RWD	14.3 (16.4)	327 (526.3)
Lamborghini Huracán RWD Spyder	14.5 (16.2)	332 (534.3)
Lamborghini Huracán Performante	13.7 (17.2)	314 (505.3)
Lamborghini Huracán Performante Spyder	14.0 (16.8)	320 (515.0)
Huracán AVIO	12.0 (19.6)	280 (450.6)
Lamborghini Aventador	16.0 (14.7)	370 (595.5)
Lamborghini Aventador Roadster	16.0 (14.7)	370 (595.5)
Lamborghini Aventador SV	16.0 (14.7)	370 (595.5)
Lamborghini Aventador SV Roadster	16.0 (14.7)	370 (595.5)
Lamborghini Aventador S Coupé	16.9 (13.9)	394 (634.1)
Lamborghini Aventador S Roadster	16.0 (14.7)	394 (634.1)
Lamborghini Centenario	16.0 (14.7)	370 (595.5)
Lamborghini Centenario Roadster	16.0 (14.7)	370 (595.5)
Lamborghini Urus	12.3 (19.1)	279 (449)

(as of: March 2018)

*) Fuel consumption and CO₂ emissions figures given in ranges depend on the tires/wheels used.

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the "Guideline on the fuel economy, CO₂ emissions and power consumption of all new passenger car models offered for sale on the German Market", which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Helmut-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).

**) These models were only in production until the end of 2017.