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Audi adopts “overspray-free painting” in series production

- **New method creates contrasting paint finish in a single process**
- **Audi A4 Sedan and A5 Coupé “edition one” versions with black roof**

Ingolstadt, November 5, 2019 – Protecting the environment and cutting costs: Using the method known as overspray-free painting, Audi is now able to apply two different colors in the same painting process. The new technique is being adopted for the first time for the “edition one” limited-edition models of the A4 Sedan* and A5 Coupé*, which were updated in 2019. The customer has the option of choosing a roof in brilliant black. Audi is the first car manufacturer to adopt this environmentally friendly technique in series production.

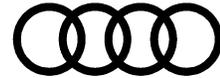
Until now, two-color paint finishes have inevitably involved two painting processes with masking-off beforehand. Overspray-free painting technology revolutionizes this time-consuming and material-intensive process. A robot-controlled high-precision instrument measures the laser-brazed seam between the car’s roof and side panel frame. An applicator then applies a black paint specially developed for this method onto the body in strips, with millimeter precision but without spray mist. The precision with which the fine strips of paint are applied enables the contrasting paint finish to be created in a single process, saving time and money while also benefiting the environment.

Audi has been testing the new painting process intensively since spring 2018 to get it ready for series production. Since summer 2019, it has been possible to create contrasting paint finishes with a black roof within the series production process. The new technology not only reduces the amount of paint used; it also means masking material is no longer required. That enables Audi to save resources while broadening its customers’ scope for customization. The Audi A4 Sedan “edition one” with brilliant black roof is available in three colors – terra gray, metallic; Daytona gray, pearl effect and quantum gray. The Audi A5 Coupé “edition one” is available in the colors quantum gray; Daytona gray, pearl effect and district green, metallic.

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The equipment, data, and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

*The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



Fuel consumption of the models listed

(Fuel consumption and CO₂ emissions figures given in ranges depend on the tires/wheels used and chosen equipment level).

Audi A4 Sedan

Combined fuel consumption in l/100 km: 6.8 – 3.8 (34.6 – 61.9 US mpg);
combined CO₂ emissions in g/km: 164 – 100 (263.9 – 160.9)

Audi A5 Coupé

Combined fuel consumption in l/100 km: 9.1 – 3.9 (25.8 – 60.3 US mpg);
combined CO₂ emissions in g/km: 206 – 102 (331.5 – 164.2)

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1, 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit www.audi.de/wltp.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tire formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

Fuel consumption and CO₂ emissions figures given in ranges depend on the tires/wheels used and chosen equipment level. Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the “Guide on the fuel economy, CO₂ emissions and power consumption of all new passenger car models,” which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern, Germany, or under www.dat.de.

The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.
