FACTS AND FIGURES

Audi at the Győr site

AUDI HUNGARIA Zrt. develops and produces powertrains for AUDI AG and other companies of the Volkswagen Group in Győr, Hungary. The automobile plant covering the complete production process has been in operation since 2013.

<table>
<thead>
<tr>
<th>AUDI HUNGARIA Zrt, Győr</th>
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<tr>
<td>Established</td>
<td>1993</td>
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<td><strong>Audi models</strong>*</td>
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<td>Audi A3 Cabriolet</td>
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<td>Audi S3 Cabriolet</td>
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<td>Audi TT Coupé</td>
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<td>Audi Q3 Sportback PHEV</td>
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<td><strong>Production</strong></td>
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<td>(December 31, 2020)</td>
<td>1,661,599 engines and motors</td>
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<td>155,157 cars</td>
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<tr>
<td><strong>Chairman of the Board of Management</strong></td>
<td>Alfons Dintner</td>
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<td><strong>Chairman of the Supervisory Board</strong></td>
<td>Peter Kössler</td>
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<tr>
<td><strong>Area</strong></td>
<td>5,167,366 square meters (approx. 55.6 million sq ft)</td>
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Employees | 12,226
---|---
Segments | Engine and motor production  
| Car production  
| Toolmaking  
| Technical Development

**Audi at the Győr Site**

AUDI HUNGARIA Zrt. develops and produces powertrains for AUDI AG and other companies of the Volkswagen Group in Győr, Hungary. The Audi Hungaria automobile plant, which covers the complete production process, has been in operation since 2013.

Since its founding in 1993, Audi Hungaria has developed into one of the country’s largest exporters and most profitable companies. At the same time, Audi Hungaria is also one of the largest foreign investors in Hungary, and with 12,226 employees as of December 31, 2020 the region’s largest employer.

Audi Hungaria produced **a total of 1,661,599 powertrains** and **155,157 cars in Győr** last year. The site has been producing powertrains for the Audi and Volkswagen Group since 1994. Since then the company has become one of the world’s largest engine plants.

- Some 5,500 employees produce powertrains for 37 Volkswagen Group production locations.
- Of the 1,661,599 engines produced in 2020, 1,211,769 were three- and four-cylinder gasoline or diesel engines.
- The employees also produced 11,007 five-cylinder gasoline engines as well as 241,295 six-cylinder gasoline engines, 95,438 six-cylinder diesel engines and 14,747 eight- and ten-cylinder engines. 87,343 electric axle drive units were also manufactured in Győr.

Audi Hungaria built **five different gasoline and three different diesel engine variants** as well as one electric drive family in 2020, with power outputs ranging from 63 kW (86 PS) to 470 kW (639 PS).

- Series production of the performance engine family began at Audi Hungaria in June 2020. The new electric motors are installed in the Audi e-tron S models. The S models of the Audi e-tron and Audi e-tron Sportback are equipped with three Győr electric motors,
two of which on the rear axle, for a total of 370 kW of boost output and 973 Nm (717.6 lb-ft) of torque.

- In July 2020, Audi Hungaria employees produced the 38 millionth powertrain. The four-cylinder 2.0 TFSI global engine was installed in an Audi Q3 model. This third-generation member of the engine family has been produced in Győr since 2019, has an output of 231 PS (170 kW) and is the most powerful engine in its class.
- The new generation of the 2.0 liter TFSI engine has since been introduced. This engine type was voted the 2019 “International Engine of the Year in the 150–250 PS category. The four-cylinder is one of the most flexible and versatile engines ever developed.
- Győr also began producing the V6 TDI version of the new generation Evo 3 engines in 2020.

Electric axle drives have been produced in Győr since 2018 and account for a rapidly rising share of production. 2020 saw the daily capacity ramped up to 720 electric drives per day. For the production of electric motors, Audi Hungaria installed innovative production equipment and islands within just one year. The Electric Motor Development and Production Planning areas collaborated closely with the Engine Startup Center in Győr to develop the required expertise. The employees underwent further training at the Production Technology Center for electric motors to become electrical experts.

For ten years now, the Győr Engine Startup Center has supported engine projects from the entire Volkswagen Group from start to series production. Production, production planning and design work hand-in-hand from the early phase of the development process. The Engine Startup Center builds test and pre-series engines and analyses new engines and production technologies to ensure the smooth transition from the development phase to series production.

Automobiles have now been produced in Győr for over 20 years. Automobile production at Audi Hungaria began in 1998 with series production of various Audi TT models. Production of the second-generation Audi TT Coupé and Audi TT Roadster began in Győr in 2006. In June 2013, the series production of the Audi A3 Sedan began with full depth of manufacturing; the Audi A3 Cabriolet followed in October. Production of the third-generation Audi TT Coupé and Audi TT Roadster began in Győr in 2014. The one-millionth car was produced at Audi Hungaria in 2016. The 500,000th car built entirely in Győr rolled off the line in October 2017. Production of the first SUV started in 2018: the second generation of the Audi Q3 model.
A 150,000 square meter (1,614,586.6 sq ft) body shop with 1,700 robots was built to produce the new model.

Besides the sporty Q variants of the Győr product portfolio, the **Audi RS Q3 and RS Q3 Sportback**, Audi Hungaria also began series production of the Q3 and Q3 Sportback models with a **mild hybrid drivetrain (MHEV, Mild Hybrid Electric Vehicles)**. Both models feature a Győr 1.5-liter TFSI engine in combination with a 48-volt main electrical system and a belt alternator starter (BAS). The first **plug-in hybrid vehicle** from Audi Hungaria, a turbo blue **Audi Q3 Sportback**, rolled off the line in early December 2020. The plug-in hybrid technology is based on the combination of a classic combustion engine with an electric motor that draws its energy from a lithium-ion battery.

The company has integrated production of the plug-in hybrids into the existing production process. New equipment and robots for the production of the new and modified body parts have been installed in the body shop. The assembly shop includes a new, PHEV-specific workstation where the charging port, for example, is installed. There is a constant focus on ergonomic workplace design. Lifting gear is used for the installation of the high-voltage battery and fuel tank, for example.

Audi Hungaria provided 1,500 employees with theoretical and practical training to prepare them for the production of the PHEV models. In addition, numerous Hungarian employees were able to glean valuable experience by supporting the production of the Audi e-tron in Brussels, the Volkswagen ID.3 in Zwickau and the ramp-up of the Seat Leon PHEV in Martorell.

Despite corona, the company was able to produce a large number of automobiles in 2020. Audi Hungaria built a total of 155,157 automobiles last year.
- **94,659** units of the **Audi Q3** accounted for the largest share by volume, followed by **47,232** units of the **Q3 Sportback**. Audi Hungaria produced **6,793 Audi TT Coupé** and **1,853 Audi TT Roadster models**. In 2020, **4,620 units of the Audi A3 Cabriolet** came off the production line and **6,986 units of the A3 Sedan**, which have been produced here in partnership with the Ingolstadt plant since March.
- The **Audi Q3 Sportback**, which was introduced just a few months ago, won in its category “Compact SUVs/Cross-Country Vehicles” for the “**Best Cars 2020**” readers’ choice award.
- The **1.5 millionth car** also rolled off the line in 2020: an Audi Q3 Sportback MHEV in dark burgundy, pearl effect.
Hungary’s most attractive employer:

- Audi Hungaria was once again voted to be **Hungary’s most attractive employer and the most attractive employer in the Hungarian automotive industry** for 2020.
- As a manufacturer of premium products, Audi Hungaria offers its employees secure jobs and competitive wage and bonus systems.
- In addition to their monthly salary, which comprises a base salary plus a variable, performance-based component, employees can also choose from numerous non-wage benefits.

Focus on employees:

- On December 31, 2020, Audi Hungaria employed a total of **12,226 people**, making the company the region’s largest employer.
- 5,503 employees worked in powertrain production and 4,482 in automobile production in 2020.
- In March, negotiating teams from AUDI HUNGARIA Zrt. and the Audi Hungaria Independent Union reached a new agreement on wages. The agreement has a term of three years, over which the employees will see their average income increase by 36 percent. There is a wide range of **career opportunities**, and employees can glean international experience at Volkswagen Group sites.
- In 2020, nearly 200 Hungarian employees worked at Group sites abroad, including in China, Mexico and Russia. The company also places great value on **continuous training** measures.
- Employee training has been conducted at the 11,000-square meter (118,403.0 sq ft) Audi Akademie Hungaria Training Center since 2011. Here employees can participate in need-based and future-oriented technical and interdisciplinary training as well as practice-oriented courses.

Top vocational training:
Audi Hungaria considers ensuring the availability of talented and motivated young employees by means of high-quality education and research programs to be of strategic importance. The
company supports the future- and practice-oriented training of future generations with numerous initiatives.

- The **Audi Hungaria Training Center celebrated a milestone anniversary in 2020**: The recognized German school abroad in Győr was established ten years ago at the initiative of Audi Hungaria. Today the facility offers Hungarian and German children German-language daycare in kindergarten as well as German-language instruction from elementary school to high school graduation with Abitur, which qualifies for admission to German colleges and universities, and complete career training. The diplomas/certificates of completion are recognized by both Germany and Hungary.

- The company has enjoyed a successful partnership with the city's secondary schools in the area of **dual vocational education** for nearly 20 years. **Audi Akademie Hungaria** offers trainees dual vocational training programs for 14 different automotive, electronics and metalworking professions. A new commercial training program was added to the dual vocational training program in September 2017.

- Audi Hungaria maintains complex collaborations with five **partner universities** throughout Hungary. The Széchenyi István University in Győr is a strategic institutional academic partner. Audi Hungaria established the **Department of Automotive Engineering with seven professorships**. Audi Hungaria makes a significant contribution to practice-oriented education and research with industrial relevance.

- The company supports and initiates results-oriented **research programs** in collaboration with its academic partners to foster the development of Audi Hungaria via the transfer of know-how and future technologies.

### Key cornerstones at the site

#### Technical Development

The **powertrain development area** has had a presence in Győr since 2001. It supports Production with its development work for series production. There are more than 400 employees working on a variety of development projects in simulation, design engineering, mechanics development, engine management system applications, engine acoustics optimization and powertrain testing. The core task in powertrain development at Audi Hungaria is to develop and support series production operations for gasoline and diesel engines as well as for electric axle drives. Powertrain development in Győr currently operates 24 test benches: 20 for combustion engines and four for electric axle drives, including special acoustics, thermodynamics and climate test benches. The **Engine Development Center** includes a workshop equipped with cutting-edge
technology. The experts of Audi Hungaria can test the entire range, from electric motors to twelve-cylinder combustion engines, on the running test benches.

In January 2012, Technical Development at Audi Hungaria was expanded to include a area for **Whole Vehicle Development**. The now nearly 100 employees are engaged primarily in the virtual development of system and whole vehicle properties by means of numerical simulations. Focal points are questions relating to strength, acoustics and both thermal and energy management. Powertrain and vehicle tests in the laboratory are also important components of the competence portfolio in Győr. These are performed using state-of-the-art test equipment and methods, including the Volkswagen Group’s only centrifuge test bench for the strength analysis of electric motors and a roller dynamometer on which vehicles can be analyzed on a simulated road at speeds up 280 km/h (174.0 mph).

All development activities are based on close collaboration with Product Data Management as a strategic partner and technical conformity of AUDI AG.

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**Toolmaking shop celebrates 15th anniversary**

The largest toolmaking shop in Eastern Central Europe celebrated its 15th anniversary in Győr in 2020. In 2005, Audi Hungaria opened the toolmaking shop, in which the equipment for the press shops and body shop are made. It also produces assemblies for the Group’s supercar models in an exclusive series. The most notable equipment are the large presses. With a tool weight of 50 tons, these can exert up to 25,000 kilonewtons of press force on the individual pieces. The most notable equipment are the large presses. With a tool weight of 50 tons, these can exert up to 25,000 kilonewtons of press force on the work pieces. The toolmaking shop has been continuously expanded, with new presses and 3D laser cutting machines now in operation. Around 700 employees in the roughly 50,000-square meter (538,195.5 sq ft) Győr toolmaking shop produce body assemblies for exclusive and supercar models from the Audi and Volkswagen Group. Expansion of the toolmaking shop began in 2016, as part of which floor space was expanded in 2017 by 15,000 square meters (161,458.7 sq ft) to create capacity for future projects. Four new large presses with a press force of up to 2,500 metric tons were commissioned in 2017. Capacity in exclusive series production was increased in 2018. Thanks to this higher capacity, the toolmaking shop will in future deliver body parts for 120 vehicles every day. Tooling and plant engineering as well as the exclusive series production exemplify first-
class technology. The product spectrum is focused on production equipment for outer skin body parts, mostly of aluminum.

The hang-on parts for the Audi e-tron GT are produced exclusively at Audi Hungaria. Toolmaking shop employees produce the doors, fenders, hood and tailgate of the Gran Turismo. As part of the Audi Group’s international production network, Audi Hungaria is a key contributor to the project. The highly complex aluminum hang-on parts for the electric-powered Gran Turismo are produced at the toolmaking shop in Győr.

Győr produces the highly complex outer skin parts, such as hoods, doors, tailgates, fenders and side panels used in Audi sports models such as the Audi RS models and for the Audi R8, the Lamborghini models and the Bentley Bentayga.

![Flexible and efficient logistics](https://www.audi-mediacenter.com)

- The company adopts intelligent solutions not only in production, but also in logistics. Audi Hungaria established a **modern logistics infrastructure** to ensure smooth production operations. Integrated smart solutions, such as modern automated guided systems and vehicles, along with digital tools support the logistics processes. Automated guided vehicles transport the components automatically to workstations – such as in the electric motor production facility at Audi Hungaria, which does not have a conventional assembly line. They use laser scanners to orient themselves in the shop and find the optimum route. This highly flexible procedure is made possible by algorithms and machine learning, controlled by a smart IT system in the control station. This enables IT to keep track of all systems, all automated guided vehicles, and the product, even without a fixed assembly line sequence.

- The internal material flow is controlled so that only those parts that are directly required for production are made available. This eliminates costly intermediate stores, and productivity increases as a result. Environmentally protective rail transport is the primary mode for basic materials, parts, finished engines and automobiles. The new rail network installed as part of the plant expansion is eight kilometers (5.0 mi) long. The railway inside the plant grounds was lengthened by 30 percent.

- Audi Hungaria has continuously expanded the logistics infrastructure in recent years. The company inaugurated its **second Logistics Center** with an area of 80,000 square meters (861,112.8 sq ft) in 2015. Also added were a new bridge and an additional incoming goods hall.
Corporate quality – focused on perfection

Quality is considered worldwide to be a core competence of Audi and thus is a basic element of both our corporate and Q strategies. The objective of corporate quality of AUDI HUNGARIA Zrt. is to serve as a strong partner for ensuring the quality of the products produced in Győr and to guarantee process quality for overall value creation within the company. The aspiration is therefore no less than uncompromising top quality in all work processes and, of course, in each individual product from the company. This is characterized primarily by high visual and finish quality as well as reliability. These are the key prerequisites for maximum customer delight and customer satisfaction.

Audi Hungaria’s quality management system is based on EN ISO 9001 from the International Organization for Standardization and the VDA 6.1 standard.

The Corporate Quality Powertrain area at the Győr site systematically monitors and for years has continuously advanced the high quality level of the engines and electric motors produced here. Measurements and analyses are conducted using state-of-the-art technology in the high-tech laboratories and on the modern test benches.

Environmental management

Audi environmental program “Mission:Zero” encourages more environmental protection

Mission:Zero is the Audi environmental program for consistently sustainable production. All activities and measures for reducing the ecological footprint at the Audi sites worldwide, in Production and Logistics are bundled here. The focus is on Audi’s key challenges of decarbonization, water use, resource efficiency, and biodiversity. One of the key objectives is to achieve carbon-neutral production locations by 2025.

Mission:Zero at the Győr site – examples of measures:

- Sustainability is a top priority of Audi Hungaria’s corporate strategy. Minimizing environmental pollution and conserving natural resources are therefore every bit a part of the corporate philosophy as careful workmanship and the high quality of the materials used. Audi Hungaria set up an environmental management system in 1999. This system complies with the extremely strict standards of the European Union’s EMAS Regulation, and meets the requirements of the international environmental standard ISO 14001. The company’s certified energy management system has been implemented according to
ISO 50001 since 2011 and integrated into the environmental management system. Audi Hungaria’s environmental management system has the EMAS registration number 1 in Hungary – clear proof of the company’s commitment to the environment.

- Audi Hungaria is the largest user of industrial geothermal energy in Hungary. The company has met more than 70 percent of its thermal energy needs with geothermal energy since 2015. The system supplies Audi Hungaria with at least 82,000 MWh of thermal energy each year. The company has used 430 GWh of geothermal energy since 2015, enabling CO₂ emissions to be reduced by 87,500 metric tons.

- Audi uses DB Cargo for the carbon-neutral transport of components, engines and vehicles between its plants in Ingolstadt, Brussels and Győr.

- Under the Aluminum Closed Loop project launched in 2021, aluminum waste arising during production is returned to the supplier, who uses it to produce aluminum coils of original quality and returns these to Audi. This closes the loop and enables sustainable production.

- Audi Hungaria, in partnership with E.ON Hungaria, installed a solar energy park covering around 160,000 square meters (1,722,225.6 sq ft) on the roofs of its two Logistics Centers in 2020. The solar panels installed on a building on the Audi Hungaria site in Győr are thus the largest photovoltaic facility in Europe. It has a peak output of 12 megawatts.

- Audi Hungaria has been carbon-neutral since January 1, 2020. Audi Hungaria thus follows Audi Brussels as the second carbon-neutral site of the Audi Group. The site in Győr, Hungary, employed three levers to decarbonize. The first was the switch to green electricity, which was accomplished by bringing Europe’s largest rooftop photovoltaic system online and the purchase of electricity generated from renewable resources. The second is the use of geothermal energy for heat. Audi Hungaria compensates for CO₂ emissions that cannot currently be avoided, such as from engine test benches, with internationally recognized and certified carbon credits. That is the third lever, which represents roughly 5 percent of the CO₂ emissions.

Corporate citizenship

AUDI HUNGARIA Zrt. has been an important driver for the development of the Hungarian economy and the city of Győr since 1993. For Audi Hungaria, it is only natural to accept social responsibility and promote local cultural and sporting events with the goal of improving the quality of life in the region. Examples from the cultural scene include sponsorship of the Győr
Ballet Ensemble, funding the Győr Philharmonic Orchestra and supporting various cultural events, such as the Jazz Terrace in Pannonhalma.

AUDI HUNGARIA Zrt. is also an important member of Győr’s sporting community. The company has been the main and name sponsor of the Győri AUDI ETO women’s handball team since 2006 and the name sponsor of the 5,500-seat Audi Aréna Győr.

As an acknowledgment of its social responsibility, the company launched its “Audi hilft” campaign in 2019, a unique initiative in the areas of education, social care, environmental protection and nature conservation. Seven regional institutions and civil organizations saw their dream come true as a result. Audi Hungaria has also been involved in health care in the region since the company’s founding. It has donated several times to the Petz Aladár County Hospital, and presented an Audi A3 Sedan* to the outpatient clinic operated by Győr’s primary care physicians. Audi Hungaria provided an Audi A4 Avant* to the Győr emergency medical services in 2017. The command center uses the vehicle primarily for special calls and trips to severely ill patients.

In 2020, Audi Hungaria contributed 100 million forints to the fight against the coronavirus in the region. The company made donations to six regional facilities in May 2020. The amount of 100 million forints was split between the Petz Aladár County Hospital in Győr, the Győr Lifesaving Foundation, the Győr District Medical Emergency Service, the Mosonmagyaróvár District Medical Emergency Service, the United Health and Social Institute Győr and the Homeless Outreach Service Nonprofit Kft. At the start of the coronavirus pandemic, the company assumed the total cost for the acquisition of two ventilators for the hospital in Győr. Audi Hungaria also donated special protective clothing for medical personnel.

The Széchenyi István University in Győr held the Formula Student Symposium with the support of Audi Hungaria for the sixth time in 2020. Luca Marmorini, former head of engine development for the Ferrari Formula 1 team, gave a lecture at the event. The international symposium, which was attended by roughly 440 students from 13 countries including the USA and Canada, was held online this year.
History of AUDI HUNGARIA Zrt.

1993
AUDI HUNGARIA MOTOR Kft. is founded as a 100-percent subsidiary of AUDI AG.

1994
Start of series production of four-cylinder engines.
Official opening of the engine factory.

1997
Start of series production of V6 engines. Start of series production of V8 engines.

1998
Establishment of the crankshaft and con-rod processing line. Start of automobile assembly with the Audi TT Coupé.

1999
Series start of assembly of the Audi TT Roadster models.

2000
Start of production of diesel engines with unit injector technology.

2001
Opening of the Engine Development Center.
Assembly of the Audi A3/Audi S3 models begins in Győr, produced through 2003.

2005
June 2005: the ten-millionth engine from Győr.
The Audi Hungaria toolmaking shop begins operation.

2007

2008
Start of series production of twelve-cylinder TDI engines.

2010
Opening of the Engine Startup Center.
Start of series production of the Audi RS 3 Sportback.

2011
April 2011: production of the 20-millionth engine in Győr.
July 2011: cornerstone laid for plant expansion.

2012
May 2012: topping-out ceremony for the new automobile plant.
Nov. 2012: start of production of the new 1.2- and 1.4-liter four-cylinder engines.

2013
Audi Hungaria opens the expanded plant in June 2013. Series production of the Audi A3 Sedan and the Audi A3 Cabriolet begins at that same time.
Sept. 2013: 10,000th employee in the plant
Nov. 2013 a double anniversary: 500,000th Audi TT with the 25-millionth engine drives off the assembly line.

2014
Start of series production of the new Audi TT Coupé and the new Audi TT Roadster.
Sept. 2014: 100,000th car with full depth of manufacturing from the new automobile plant.
New laboratory in the professorship for Whole Vehicle Development for Audi Hungaria and Széchenyi István University.
Nov. 2014: establishment of a fifth professorship at Széchenyi István University.
2015

January 2015: establishment of the Audi Hungaria Faculty for Automotive Engineering at Széchenyi István University.
Feb. 2015: new machining training workshop at the Project and Training Center (PTC).
May 2015: expansion of the Engine Development Center.
Sept. 2015: new Logistics Center and new building for the Audi Hungaria School.
Dec. 2015: 300,000th car from the automobile plant.

2016

Announcement that the Audi Q3 will be built in Győr.
Start of construction of an 80,000-square meter (861,112.8 sq ft) body shop.
Announcement that electric motors for the Audi Group’s e-models will be built in Győr beginning in 2018.
The 30-millionth engine is installed in the one-millionth car, an Audi TT RS.

2017

Start of production of a third RS model in Győr: series production of the Audi RS 3 Sedan.
Expansion of the body shop by 15,000 square meters (161,458.7 sq ft) and installation of four new large presses with press force of up to 2,500 metric tons.
Extension of the analytical expertise of Whole Vehicle Development.
Additional test stands for components and complete cars commissioned.
Development and production of the CNG engine under the direction of Audi Hungaria
Audi TTS rolls off the assembly line in the new automobile plant as the 500,000th car from Audi Hungaria

2018

Start of series production of the first three-cylinder engine at Audi Hungaria.
New climate chamber for testing under extreme weather conditions between -40 and +80 degrees Celsius
Audi Hungaria assumes pioneering role in electric motor production: start of series production of electric motors. The electric motors are produced on floor space of 8,500 square meters (91,493.2 sq ft) according to the modular assembly production concept.
Start of series production of the newly developed four-cylinder diesel engine with mild-hybrid technology
First SUV from Győr: start of production of the Audi Q3 at Audi Hungaria.
Double anniversary at Audi Hungaria: the company celebrated its 25th anniversary in 2018. At the same time, the success story of automobile production at the Hungarian sites celebrates 20 years.
Audi Hungaria expands capacity in the exclusive series production of its toolmaking shop. Thanks to this higher capacity, the toolmaking shop will in future deliver body parts for 120 vehicles every day.

2019

Series production of the new Audi Q3 Sportback gets underway in Győr.
Two ultra-sporty Q variants supplement the Győr product portfolio: The Audi RS Q3 and RS Q3 Sportback models enter series production at Audi Hungaria.
Audi Hungaria starts series production of the Q3 and Q3 Sportback models with mild-hybrid drivetrain (MHEV, Mild Hybrid Electric Vehicles).

Audi Hungaria employees produce the 100,000th electric axle drive just months after start of production.

2020

Audi Hungaria has been carbon-neutral since January 1, 2020.

For ten years now, the Győr Engine Startup Center has supported engine projects from the entire Volkswagen Group from start to series production.

The millionth automobile rolls off the line at Audi Hungaria – an Audi Q3 Sportback MHEV in dark burgundy, pearl effect.

Audi Hungaria, in partnership with E.ON Hungaria, installed a solar energy park covering around 160,000 square meters (1,722,225.7 sq ft) on the roofs of its two Logistics Centers. This created Europe’s largest photovoltaic system installed on a building.

The toolmaking shop at Audi Hungaria is 15 years old: body elements for the sportiest models of the Audi and Volkswagen Group. Hang-on parts for the Audi e-tron GT are also produced exclusively here at Audi Hungaria.

The first plug-in hybrid vehicle from Audi Hungaria, a turbo blue Audi Q3 Sportback, also rolled off the line in 2020: With that, the company entered the next phase of electric mobility.

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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 19 locations in 12 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2020, the Audi Group delivered to customers about 1.693 million automobiles of the Audi brand, 7,430 sports cars of the Lamborghini brand and 48,042 motorcycles of the Ducati brand. In the 2019 fiscal year, AUDI AG achieved total revenue of € 55.7 billion and an operating profit of € 4.5 billion. At present, about 87,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.

Consumption of the models cited and currently available on the market*:

**Fuel consumption of the Audi A3 Sedan:**
Combined fuel consumption in l/100 km: 5.0–3.6 (47.0–65.3 US mpg);
Combined CO₂ emissions in g/km: 114–96 (183.5–154.5 g/mi)

**Fuel consumption of the Audi A3 Cabriolet:**
Combined fuel consumption in l/100 km: 7.3–5.2 (32.2–45.2 US mpg);
Combined CO₂ emissions in g/km: 165–119 (265.5–191.5 g/mi)

**Fuel consumption of the Audi S3 Sedan:**
Combined fuel consumption in l/100 km: 7.3–7.2 (32.2–32.7 US mpg);
Combined CO₂ emissions in g/km: 166–165 (267.2–265.5 g/mi)

**Fuel consumption of the Audi S3 Cabriolet:**
Combined fuel consumption in l/100 km: 7.3–7.1 (32.2–33.1 US mpg);
Combined CO₂ emissions in g/km: 165–162 (265.5–260.7 g/mi)

**Fuel consumption of the Audi RS 3 Sedan:**
Combined fuel consumption in l/100 km: 8.5 (27.7 US mpg);
Combined CO₂ emissions in g/km: 194 (312.2 g/mi)

**Fuel consumption of the Audi Q3:**
Combined fuel consumption in l/100 km: 7.6–4.7 (30.9–50.0 US mpg);
Combined CO₂ emissions in g/km: 174–124 (280.0–199.6 g/mi)

**Fuel consumption of the Audi Q3 Sportback:**
Combined fuel consumption in l/100 km: 7.7–4.7 (30.5–50.0 US mpg);
Combined CO₂ emissions in g/km: 174–123 (280.0–197.9 g/mi)

**Fuel consumption of the Audi TT Coupé:**
Combined fuel consumption in l/100 km: 8.0–6.0 (29.4–39.2 US mpg);
Combined CO₂ emissions in g/km: 181–137 (291.3–220.5 g/mi)

**Fuel consumption of the Audi TT Roadster:**
Combined fuel consumption in l/100 km: 8.1–6.3 (29.0–37.3 US mpg);
Combined CO₂ emissions in g/km: 183–143 (294.5–230.1 g/mi)

**Fuel consumption of the Audi TTS Roadster:**
Combined fuel consumption in l/100 km: 7.3–7.2 (32.2–32.7 US mpg);
Combined CO₂ emissions in g/km: 166–165 (267.2–265.5 g/mi)

**Fuel consumption of the Audi TTS Coupé:**
Combined fuel consumption in l/100 km: 7.1 (33.1 US mpg);
Combined CO₂ emissions in g/km: 161 (259.1 g/mi)

**Fuel consumption of the Audi TT RS Roadster:**
Combined fuel consumption in l/100 km: 8.1–8.0 (29.0–29.4 US mpg);
Combined CO₂ emissions in g/km: 183–182 (294.5–292.9 g/mi)

**Fuel consumption of the Audi TT RS Coupé:**
Combined fuel consumption in l/100 km: 8.0–7.9 (29.4–29.8 US mpg);
Combined CO₂ emissions in g/km: 181 (291.3 g/mi)

*Information on fuel consumption and CO₂ emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.

The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the realistic test conditions, the fuel consumption and CO₂ emission values measured are in many cases higher than the values measured according to the NEDC. Vehicle taxation could change accordingly as of September 1, 2018. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp.

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle’s electrical consumption, CO₂ emissions and performance figures.

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-Scharnhausen, Germany (www.dat.de).