Audi RS e-tron GT: Combined electric power consumption* in kWh/100 km: 20.2–19.3 (NEDC), 22.5–20.6 (WLTP); Combined CO₂ emissions* in g/km: 0 (NEDC);
Information on fuel/power consumption and CO₂ emissions in ranges depending on the chosen equipment level of the car.
The following presentations contain forward-looking statements and information on the business development of the Audi Group. These statements may be spoken or written and can be recognized by terms such as “expects”, “anticipates”, “intends”, “plans”, “believes”, “seeks”, “estimates”, “will” or words with similar meaning. These statements are based on assumptions, which we have made on the basis of the information available to us and which we consider to be realistic at the time of going to press. These assumptions relate in particular to the development of the economies of individual countries and markets, the regulatory framework and the development of the automotive industry. Therefore the estimates given involve a degree of risk, and the actual developments may differ from those forecast. The Audi Group currently faces additional risks and uncertainty related to pending claims and investigations in a number of jurisdictions in connection with findings of irregularities relating to exhaust emissions from diesel engines in certain Audi vehicles. The degree to which the Audi Group may be negatively affected by these ongoing claims and investigations remains uncertain. The recent outbreak of COVID-19 (commonly referred to as coronavirus) has negatively impacted and may continue to impact economic and social conditions in some of Audi’s primary markets, including China and Europe, as public, private, and government entities implement containment and quarantine measures. The continued spread of COVID-19 may cause shortages of necessary materials and parts from suppliers directly or indirectly affected by the outbreak and may cause operational disruptions and interruptions at Audi’s production facilities, leading to significant production downtimes.

A negative development relating to ongoing claims or investigations, the continuation of COVID-19, an unexpected fall in demand or economic stagnation in our key sales markets, such as in Western Europe (and especially Germany) or in the USA, Brazil or China, and trade disputes among major trading partners will have a corresponding impact on the development of our business. The same applies in the event of a significant shift in current exchange rates in particular relative to the US dollar, sterling, yen, Brazilian real, Chinese renminbi and Czech koruna. If any of these or other risks occur, or if the assumptions underlying any of these statements prove incorrect, the actual results may significantly differ from those expressed or implied by such statements. We do not update forward-looking statements retrospectively. Such statements are valid on the date of publication and can be superseded.

This information does not constitute an offer to exchange or sell or an offer to exchange or buy any securities.
Future is an attitude

Audi RS e-tron GT: Combined electric power consumption* in kWh/100 km: 20.2–19.3 (NEDC); Combined CO₂ emissions* in g/km: 0 (NEDC); Information on fuel/power consumption and CO₂ emissions in ranges depending on the chosen equipment level of the car.
The car of the future is fully electric

Audi e-tron GT quattro: Combined electric power consumption* in kWh/100 km: 19.6–18.8 (NEDC), 21.6–19.9 (WLTP); Combined CO₂ emissions* in g/km: 0 (NEDC); Information on fuel/power consumption and CO₂ emissions in ranges depending on the chosen equipment level of the car.
Customer mindset
Premium progressives – our strategic target group is changing

PREMIUM PROGRESSIVES are VALUE-DRIVEN

It’s the goal, not the money.

Source: Audi Trendreceiver Study - New Progressive Premium
INVESTMENT IN ELECTRIFICATION

€ 15 bn
2021-2025

Audi A6 e-tron concept: The vehicle shown here is a concept car that is not available as a production model.
Strong momentum

e-tron 97k deliveries to customers
2018-05/2021

Audi e-tron S Sportback: Combined electric power consumption* in kWh/100 km: 28.1-26.4 (WLTP); 27.6-27.5 (NEDC); Combined CO₂ emissions* in g/km: 0 (NEDC); Information on fuel/power consumption and CO₂ emissions in ranges depending on the chosen equipment level of the car.
New communication strategy & platform

Concept car development

Holistic brand management

New brand shaper

New Corporate Identity/Design

Media presence – new TV spots

New experiential formats

Holistic brand governance approach

Like-minded characters
360° brand campaign

50 MARKETS

TV 872m CONTACTS

408m SOCIAL MEDIA VIEWS

Audi RS e-tron GT: Combined electric power consumption* in kWh/100 km: 20.2–19.3 (NEDC), 22.5–20.6 (WLTP); Combined CO2 emissions* in g/km: 0 (NEDC); Information on fuel/power consumption and CO2 emissions in ranges depending on the chosen equipment level of the car.
Synergies

**Hardware BEV PLATFORMS**

1. Across all brands of the VW Group;
2. Includes small number of fully electric vehicles based on other platforms.

- **J1**
  - ~19m vehicles by 2030\(^1\)

- **MEB**
  - ~7m vehicles by 2030\(^1,2\)

- **PPE**
  - ~19m vehicles by 2030\(^1\)

**Software**

**UNIFIED TECHNOLOGY AND SOFTWARE PLATFORM FOR ALL VEHICLES IN THE VOLKSWAGEN GROUP**

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\(^1\) Across all brands of the VW Group; \(^2\) Includes small number of fully electric vehicles based on other platforms.
NEW ERA OF VORSPRUNG

Meaningful and human centric. A contribution to a better future.

This is how we live progress.
The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 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 CO\textsubscript{2} emissions. Starting on September 1st 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 CO\textsubscript{2} emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. Therefore, the usage of CO\textsubscript{2} emission values measured according to WLTP for vehicle taxation from 1st September 2018 on can cause changes in this regards as well. 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 tyre 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, CO\textsubscript{2} emissions and the performance figures for the vehicle.

For further information on the official fuel consumption and official specific CO\textsubscript{2} emissions of new cars, please refer to the "Guide to the fuel and energy consumption and CO\textsubscript{2} emissions of new cars", which is available free of charge at all points of sale and from Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern or under www.dat.de.