



Interim Financial Report 2009

January 1 to June 30, 2009



Audi Group Key Figures

		1-6/2009	1-6/2008	Change in %
Production	Cars	432,051	518,850	-16.7
	Engines ¹⁾	662,018	1,024,345	-35.4
Deliveries to customers ¹⁾	Cars	570,388	640,684	-11.0
Audi brand ¹⁾		465,978	516,219	-9.7
Germany		113,882	122,404	-7.0
Outside Germany ¹⁾		352,096	393,815	-10.6
Lamborghini brand		825	1,309	-37.0
Other Volkswagen Group brands		103,585	123,156	-15.9
Workforce ¹⁾	Average	58,094	57,472	1.1
Revenue	EUR million	14,527	17,387	-16.4
Operating profit	EUR million	823	1,299	-36.6
Profit before tax	EUR million	994	1,372	-27.5
Profit after tax	EUR million	697	930	-25.0
Operating return on sales	Percent	5.7	7.5	
Return on sales before tax	Percent	6.8	7.9	
Total capital investments	EUR million	863	963	-10.4
Capitalized development costs		297	308	-3.5
Depreciation and amortization	EUR million	850	1,042	-18.4
Cash flow from operating activities	EUR million	2,215	2,468	-10.3
		June 30, 2009	Dec. 31, 2008	
Balance sheet total	EUR million	25,588	26,056	-1.8
Equity ratio	Percent	43.3	39.6	

¹⁾ The prior-year figure has been slightly adjusted.

Note: All figures are rounded off, which may lead to minor deviations when added up.

FOREWORD



Rupert Stadler,
Chairman of the Board of Management

*Dear Readers,
Dear Shareholders,*

The first six months of an extraordinary year now lie behind us. We find ourselves in the midst of a global economic crisis and are witnessing a fundamental sense of unease, whether in industry, politics or among customers. The financial markets still appear paralyzed, and it remains impossible to predict which way the economy is headed. On top of all this, resources, including most particularly crude oil, will become scarcer in the long term, making ecological sustainability all the more critical.

If one thing is clear, it is this: we are facing a decade of major change, and as a key industry the automotive sector will be affected in particular measure. This change will encompass everything from structures and technologies to customer requirements. At the heart of the matter is the complex question of what sort of future the car will have.

Despite these huge challenges, we at Audi are looking confidently to the future. Although even we are not entirely immune to the repercussions of the current crisis, with worldwide deliveries to customers down 9.7 percent in the first half of 2009, we are coping with the crisis much better than our competitors. We have moreover achieved a significantly positive operating profit of EUR 823 million, which gives us room to maneuver that many of our competitors currently no longer have.

The key performance indicators for the Audi Group demonstrate very clearly that our efforts over the past few years have succeeded in making our Company future-proof and competitive. Not only have we operated sustainably and profitably; we have also made up ground in unprecedented

style and have elevated Audi to the position of leading premium brand in Europe, China and a host of other national markets. The Company has firm foundations. We are standing by our long-term growth plans, are continuing to invest as intensively as ever in our products and are exploiting the current market turbulence as an opportunity to increase our market shares.

“With its attractive, young product range, the Audi brand is positioned outstandingly well to fulfill present and future market requirements.”

Rupert Stadler

Western Europe is a case in point: although Audi deliveries to customers in the first half were down 12.3 percent on the previous year, Audi still moved into pole position in the premium segment.

In China, we completed the best first half in our corporate history and are the undisputed leader of the premium segment. We launched the long-wheelbase A4, a new departure in the midsize category that is being very well received by Chinese customers. We also established a wholly-owned subsidiary in Beijing to manage Audi’s activities locally. Our objective in the United States remains long-term growth, but here too we are adamant that growth must be sustainable and profitable. That is why we are deliberately investing in promoting our brand image at the present time. One of the key factors in enhancing that image is the Audi Q5, which was launched in the early part of the year. We are convinced that this model, alongside the A4, will secure the bulk of its sales in the United States. And the

Q7 3.0 TDI clean diesel, which features what is currently the cleanest diesel technology in the world, is yet another tailor-made solution to what U.S. customers typically want: plenty of space and high efficiency.

With its attractive, young product range, the Audi brand is positioned outstandingly well to fulfill present and future market requirements. We evidently have a reliable instinct for what our customers want, and we are continuing unabated with our model initiative. The key new products of 2009 are the A5 Cabriolet, the A4 allroad quattro and the A5 Sportback. Then, in 2010, we will be offering our customers the very first fully-fledged premium product in the sub-compact segment – the Audi A1.

Every single one of these cars demonstrates what we mean by “Vorsprung durch Technik”. Our innovation strategy therefore focuses on three distinct areas: the long-term acquisition of expertise in electric drive systems, the area of lightweight construction in which Audi already enjoys a high profile, and the further refinement of our high-performance, ultra-efficient TDI and TFSI engines. We have pooled our expertise in electric drive systems, are working in close partnership with the Japanese battery specialist Sanyo and will start by launching a hybrid Q5. We regard the hybrid as a transition technology on the way to all-electric driving.

We have been pioneering lightweight construction – the use of aluminum instead of steel – since 1994 through the Audi A8. Today, our Audi Space Frame is used in four models: the R8, the A8, the TT Coupé and the TT Roadster. This

**Appeals to the senses:
the Audi A5 Cabriolet.**





The Audi A5 Sportback combines sporty design with high functionality.

advanced technology still harbors enormous potential. We will be able to cut vehicle weights by at least another ten percent – and 100 kilograms less weight improves fuel economy by 0.3 liters per 100 km.

Meanwhile we are continually improving the efficiency of our combustion engines, because they will still be our dominant source of mobility for decades to come. The trend is towards lower-displacement, supercharged engines that operate extremely efficiently and are fully capable of delivering the standards of drivability that our customers expect.

“We will make Audi a signature brand that is unique and distinctive, a brand that indisputably represents style, progress and supreme quality.”

Rupert Stadler

Our modular efficiency platform has already significantly reduced fuel consumption right across the model range. It includes innovations such as automatic start/stop, braking energy recovery and a driver assistance system that promotes efficient driving. One striking example is the A4 2.0 TDI e developing 100 kW (136 hp). This model uses an average of 4.6 liters of diesel per 100 kilometers, equating to CO₂ emissions of 119 grams per kilometer. This Audi is consequently one of the most efficient midsize models.

We have set ourselves the target of reducing CO₂ emissions across our entire fleet of models by a further 20 percent by 2012 with the introduction of efficiency technologies right across the board.

All of this demonstrates how well equipped Audi is in 2009, a year so beset by crisis. We are able to draw particular inspiration from the centennial of our brand, which gives us a fitting opportunity to reflect on past achievements. That is because Audi's success stems from its strong roots, its clear-cut identity and the many creative people who have pursued their visions boldly and decisively. Our awareness of this is a powerful springboard that can give us a lift in striving for a strong future. We will make Audi a signature brand that is unique and distinctive, a brand that indisputably represents style, progress and supreme quality.

Kind regards
R. Stadler

Interim Management Report of the Audi Group from January 1 to June 30, 2009

BUSINESS AND UNDERLYING SITUATION GLOBAL ECONOMY

The global economy continued its downward trend in the first half of 2009. Industrial nations as well as most threshold and developing countries were affected by the sharp downturn in economic activity. The volume of global trade has fallen sharply in the wake of the crisis. Governments and central banks all over the world attempted to prop up economic development and stabilize the financial sector through stimulus programs and an expansive monetary policy. Compared with the negative trend of late 2008, the economic situation in Western Europe deteriorated further in the first half of 2009. Countries that had formerly enjoyed strong growth, such as Spain and Great Britain, likewise became sucked into a deep economic crisis. The German economy experienced an unexpectedly sharp collapse in activity in the first quarter of 2009, and found itself deep in recession mid-way through the year. The marked drop in export demand prompted major cutbacks in industrial production and investment. By contrast, consumer spending has so far proved to be relatively robust.

Most countries in Central and Eastern Europe were unable to stave off the global downward trend in 2009, and likewise experienced a fall in their economic output.

In the United States, the recession continued throughout the period under review despite extensive economic measures. Consumer spending was depressed by the rapid rise in unemployment and the loss of wealth brought on by the real estate crisis.

The Chinese economy continued to achieve positive growth thanks to government stimulus packages, even if it lost much of its vigor principally because of the sharp slump in export demand. On the other hand, the pervasive economic crisis in Japan continued.

CAR MARKETS

The impact of the global economic crisis hit the car market full on in the first half of 2009. Demand for cars worldwide slumped at an unprecedented rate. In response to this development, many countries have now introduced programs to stabilize car sales alongside state measures to bolster the economy in general.

Despite these support measures, new car registrations in Western Europe showed a steep downward trend in the first half of 2009. Of Western Europe's car markets, Spain and Great Britain suffered the most with major drops in registrations of 38.3 and 25.9 percent, respectively. The French car market fared better, achieving year-on-year growth of 0.2 percent. Overall, the volume of new car registrations in Western Europe (excluding Germany) fell by 19.3 percent to 4.9 million passenger cars.

With market growth of 26.1 percent to a total of 2.1 million vehicles, Germany was the only Western European country to experience a boom in new car registrations in 2009. The positive development is due to the environment bonus introduced by the government at the start of the year for the scrapping of older vehicles; manufacturers in the lower price segments were the primary beneficiaries of this measure.

By contrast, the car boom in Central and Eastern Europe has ground to a halt. Many countries in this region reported a negative development in car sales. The volume in Russia was almost halved to 0.7 million passenger cars mid-way through 2009 compared with the previous year. The car market in the United States was particularly hard-hit by the recession. With a downturn of 35.1 percent year on year, vehicle sales in the period under review reached only 4.8 million passenger cars and light commercial vehicles.

In the Asia-Pacific region, which has posted the strongest growth up to now, only the Chinese and Indian car markets continued to achieve positive sales performance. The high growth of 30.1 percent to 3.6 million cars sold in China was prompted mainly by extensive stimulus programs including such measures as tax breaks for purchases of compact cars. By contrast, new car registrations in Japan slumped sharply by 20.8 percent to 1.8 million units.



TARGETED ADJUSTMENTS TO PRODUCTION VOLUME

In response to falling overall market demand, the Audi Group cut back vehicle production substantially to 432,051 (518,850) cars in the first half of the year.

VEHICLE PRODUCTION BY MODEL¹⁾

	1-6/2009	1-6/2008
Audi A3	94,342	103,670
Audi A3 Cabriolet	5,754	9,544
Audi TT / TT RS	11,427	23,086
Audi A4 / RS 4	131,877	182,393
Audi A4 Cabriolet / RS 4 Cabriolet	2,409	9,700
Audi A4 allroad quattro	4,052	6
Audi A5 Coupé	28,012	25,899
Audi A5 Cabriolet	7,136	122
Audi Q5	48,904	303
Audi A6 / RS 6	79,905	106,446
Audi A6 allroad quattro	2,174	6,636
Audi Q7	10,173	34,112
Audi A8	3,991	12,446
Audi R8	1,247	3,200
Total, Audi brand	431,403	517,563
Lamborghini Gallardo	477	937
Lamborghini Murciélago	171	350
Total, Lamborghini brand	648	1,287
Total, Group	432,051	518,850

¹⁾ The prior-year figures have been slightly adjusted.

At 260,491 (257,570) vehicles, production volume at Group headquarters in Ingolstadt was up from the previous year's high level. Along with the continued rise in demand for the Audi A5 Coupé*, the sustained high production volume is attributable most notably to the huge market success of the new Audi Q5.

In Neckarsulm, the Audi Group built a total of 129,343 (167,049) vehicles in the first six months of the year. The focus of activities there was on the successful production start of the new Audi A5 and S5 Cabriolet* models. Under the production turntable arrangements with Ingolstadt, which are designed to flexibilize capacity utilization at the two domestic plants, around 35,000 units of the Audi A4 Sedan* were also built there.

AUDI HUNGARIA MOTOR Kft. manufactured a total of 17,181 (32,630) vehicles at the Hungarian plant in Győr by the end of June. Along with the ultra-sporty models of the TT car line, 5,754 (9,544) of the Audi A3 Cabriolet* were built on behalf of AUDI AG.

AUDI BRUSSELS S.A./N.V. built 11,806 (16,502) units of the Audi A3 during the first six months of the year, as well as 26,361 (28,962) units of the VW Polo on behalf of Volkswagen AG, Wolfsburg. The Belgian production plant is currently also making intensive preparations for the exclusive series production of the new Audi A1 starting from spring 2010.

DELIVERIES OUTPERFORM OVERALL MARKET

Amid the difficult economic circumstances, the Audi brand performed successfully thanks to its young, attractive product range. With deliveries of cars reaching 465,978 (516,219) units, the Company saw overall unit sales of Audi models fall by only 9.7 percent, in contrast to an 18.0 percent downturn in demand for cars worldwide; this meant that the brand increased its share of a great many sales markets.

Deliveries in the German home market were down from the prior-year figure, at 113,882 (122,404) vehicles sold. Audi only benefited to a limited extent from the environment bonus offered by the government.

In Western European export markets, Audi performed much better than the market as a whole in almost every country and thus secured the position of premium-segment market leader in Western Europe. In Great Britain, where the market suffered a sharp reversal, the Company succeeded in increasing its market share to 5.1 percent. The brand was likewise successful in Italy, where deliveries remained virtually on a par with the previous year at 30,199 (30,461) vehicles, despite a 10.4 percent decline in the overall market.

The Audi brand performed well in the still intensely competitive U.S. market, increasing its share of the premium import market from 6.7 to 8.2 percent thanks to deliveries of 37,845 (45,023) vehicles.

The Company also operated very successfully in the Asia-Pacific region. In China (including Hong Kong), the brand with the four rings achieved another sales record with deliveries of 66,866 (60,509) vehicles, and remains the premium-segment market leader in China. In the Japanese import market, the Audi brand improved its market share from 7.5 to 9.9 percent with deliveries of 7,579 (7,893) vehicles.



AUDI VEHICLE DELIVERIES – LARGEST MARKETS¹⁾

	1–6/2009	1–6/2008
Germany	113,882	122,404
China (incl. Hong Kong)	66,866	60,509
Great Britain	46,684	57,983
USA	37,845	45,023
Italy	30,199	30,461
France	24,914	27,993
Spain	20,039	30,348
Belgium	16,618	18,197
Austria	8,999	8,520
Switzerland	8,133	8,367
Japan	7,579	7,893
Netherlands	7,574	8,393
Russia	7,404	8,660
Sweden	6,193	8,196
Australia	5,612	5,103
Other	57,437	68,169
Audi cars worldwide	465,978	516,219

¹⁾ The prior-year figures have been slightly adjusted.

SUCCESSFUL AUDI A5 AND AUDI Q5

In the first half of 2009, the Company delivered 106,836 (120,167) models of the A3 car line to customers. The Audi A3 Cabriolet* performed particularly well, with sales of this version rising 50.1 percent to 7,911 (5,272) units.

Of the Audi TT Coupé* and TT Roadster* models, a total of 14,590 (24,455) vehicles were delivered to customers in the period under review.

Deliveries of the Audi A4 model line were down from the previous year's high level due to economic conditions, at 147,948 (177,590) vehicles.

The Audi A5 put in an excellent sales performance in the first half of 2009. Deliveries rose by an impressive 14.0 percent year on year to a total of 30,545 (26,800) vehicles, mainly thanks to the launch of the Audi A5 Cabriolet and S5 Cabriolet* models.

Demand for the Audi Q5*, which arrived on the market in November 2008, was also quite satisfactory. A total of 45,880 units of the new, sporty premium SUV were delivered in the first six months. The Audi Q5 is therefore already making a significant contribution to the Audi brand's success very soon after its launch.

On the other hand, deliveries of the Audi A6 car line fell from the previous year's high level to 95,204 (118,528) vehicles.

Sales of the Audi Q7, too, were below the prior-year level with 17,348 (33,725) of this vehicle model delivered in the period under review.

* Fuel consumption and emission figures at the end of the Interim Financial Report



Due to the advanced point in its life-cycle, sales of the Audi A8 luxury sedan reached 5,783 (11,613) by the end of June.

The Audi brand supplied 1,549 (2,953) units of the R8 mid-engine sports car.

The Lamborghini brand sold a total of 825 (1,309) supercars of the Gallardo and Murciélago models in the first half of 2009.

DELIVERIES TO CUSTOMERS BY MODEL¹⁾

	1-6/2009	1-6/2008
Audi A3	98,925	114,895
Audi A3 Cabriolet	7,911	5,272
Audi TT / TT RS	14,590	24,455
Audi A4 / RS 4	140,919	166,854
Audi A4 Cabriolet / RS 4 Cabriolet	5,218	10,736
Audi A4 allroad quattro	1,811	-
Audi A5 Coupé	26,846	26,730
Audi A5 Cabriolet	3,699	70
Audi Q5	45,880	388
Audi A6 / RS 6	92,138	111,643
Audi A6 allroad quattro	3,066	6,885
Audi Q7	17,348	33,725
Audi A8	5,783	11,613
Audi R8	1,549	2,953
Internal vehicles before launch	295	-
Total, Audi brand	465,978	516,219
Lamborghini brand	825	1,309
Other Volkswagen Group brands	103,585	123,156
Total, Group	570,388	640,684

¹⁾ The prior-year figures have been slightly adjusted.

AN ARRAY OF NEW PRODUCTS

The Audi Group maintained its model initiative unabated in the first half of 2009.

The ultra-sporty versions of the A4 car line made their market entrance in March 2009 in the guise of the Audi S4 Sedan* and Audi S4 Avant*. Both versions draw their power from a newly developed three-liter V6 engine that achieves a higher power output than the predecessor model, while boasting an average improvement in fuel economy of up to 26 percent. The 3.0-liter TFSI engine develops 245 kW (333 hp), and in the sedan version with S tronic seven-speed dual-clutch transmission, it achieves average fuel consumption of 9.4 liters of premium gasoline. Its emissions are 219 grams of CO₂ per kilometer*.

The Company took the wraps off another new highlight at the Geneva Motor Show in March 2009. The Audi TT RS*, available as a Coupé and Roadster, maintains the long-standing tradition

* Fuel consumption and emission figures at the end of the Interim Financial Report



Audi TT RS*



of sporty five-cylinder gasoline engines for which Audi became renowned following the sensational race successes of the Ur-quattro in the 1980s.

The successful off-road concept of the Audi A6 allroad quattro* was extended to the A4 car line early on this year. The Audi A4 allroad quattro* features a highly expressive design and the compelling advantages of quattro permanent four-wheel drive and increased ground clearance, giving it excellent handling off the road as well as on it. Customers have had a choice of three powerful gasoline and diesel engines with advanced TFSI and TDI technology right from its market launch in April 2009.

Perfectly timed for the summer, the Audi A5 Cabriolet* and Audi S5 Cabriolet* made their debut in the first half of 2009. Both vehicles feature a classic fabric top that gives these cars sporty, dynamic styling and can be opened in about 15 seconds when driving at speeds of up to 50 km/h. An acoustic hood, which reduces interior noise levels virtually to the standards of the Coupé, is available as an option. The outstanding drivability of the A5 Cabriolet is combined with efficiency components such as energy recovery, driver information system with efficiency program and automatic start/stop.

The market launch of the Audi R8 5.2 FSI quattro* represented the advent of an exceptionally high-performance version to the supercar line in April 2009. A ten-cylinder gasoline engine with direct injection and an output of 386 kW (525 hp) accelerates the car from 0 to 100 km/h in a mere 3.9 seconds. In addition to its breathtaking performance, the R8 5.2 FSI quattro features innovative technologies such as all-LED headlamps and an aluminum body using the proven Audi Space Frame principle. Its body tips the scales at just 210 kilograms, supplying yet further evidence of the brand's remarkable expertise in lightweight construction – and yet another example of its “Vorsprung durch Technik”.

In addition, the new-generation Audi Q7* was given its first public showing at the Shanghai auto show in April 2009. With its refined design, the sport utility vehicle now appears even more dynamic and elegant. The fuel economy of all engines has also been improved, making the new generation even more efficient and low on emissions. The Audi Q7 with 3.0-liter TDI, a version going by the name of TDI clean diesel, furthermore features the cleanest diesel technology currently available anywhere in the world, plus a combined-cycle fuel consumption of just 8.9 liters of diesel fuel per 100 kilometers.

Moreover, two ultra-efficient Audi models arrived at dealers in June 2009: the current e model of the A4 car line, the A4 2.0 TDI e*, with an output of 100 kW (136 hp), uses an average of just 4.6 liters of diesel fuel per 100 kilometers thanks to automatic start/stop and energy recovery. With CO₂ emissions of 119 g/km, the A4 2.0 TDI e Sedan is consequently one of the most efficient vehicles in its category*. Equally, the new A3 1.6 TDI* is built for efficient driving fun. The 1.6 TDI covers 100 kilometers on only 4.1 liters of diesel, developing a power output of 77 kW (105 hp) and generating low emissions of 109 grams of CO₂ per kilometer*.

AWARDS FOR AUDI VEHICLES

AUDI AG again received numerous awards in the first half of 2009. The Company retained the coveted ADAC “Yellow Angel” award for the best brand (“ADACmotorwelt,” issue 2/2009). As in previous years, Audi vehicles were among the winners in the renowned reader poll “The Best Cars of 2009” sponsored by the trade publication *auto motor und sport* (issue 4/2009).

The Audi A4, Audi A6 and Audi Q5 models each emerged as the winners of their respective categories. Rounding out an outstanding set of results, the Audi A3, Audi A8 and Audi R8 each secured second place in their respective categories.

The brand with the four rings was also successful again in the “AUTO BILD Design Award” reader poll (“Auto Bild,” issue 20/2009). With the Audi A4 allroad quattro* and the Audi Sportback concept capturing top spots, plus a second placing for the Audi A5 Cabriolet*, Audi models can claim to be among the most attractive cars in Germany.

The Company also captured numerous other national and international awards in the areas of technology, design and safety during the first six months of the year.

AUDI 2008 ANNUAL REPORT A RESOUNDING SUCCESS

AUDI AG received the 2009 “BCP Best of Corporate Publishing Award” for the best annual report of 2008, repeating the previous year’s feat. The winners of Europe’s biggest competition for corporate communication are chosen each year by a 100-strong jury comprising experts in journalism, marketing, editorial design as well as corporate and financial communication.

Audi’s 2008 Annual Report was impressive in a great many respects. A magazine section addresses the headline topic of “Vorsprung” in an entertaining and varied way through a choice of journalistic articles. This progressive general concept is complemented by an exceptional design: The Annual Report is available in three color versions with different title pictures. A special additional feature is the multimedia Annual Report, for which the magazine articles were published online together with fascinating background information. At the Audi website <http://www.audi.com/ar2008> users can pay a virtual visit to the destinations covered by the journalistic articles on an interactive globe and follow the accompanying stories by audio or video.

EMPLOYEES

In the first half of 2009 the Audi Group’s workforce comprised a total average number of 58,094 (57,472) employees.

In order to safeguard the future growth of the company, AUDI AG is recruiting 300 experts in 2009 despite the difficult economic circumstances. The emphasis will be on the engineering sciences. To mark its centennial, as a one-off move the Company will also be promoting apprenticeships by creating 100 extra places for apprentices in 2010, in particular in innovative areas such as electrification and lightweight construction.

The Company’s great attractiveness as an employer is again reflected in the many awards that have been received in 2009. In the renowned Employer Branding Study by the market research institute Universum, engineering students again voted AUDI AG their favorite employer (“WirtschaftsWoche”, issue 21/2009).

* Fuel consumption and emission figures at the end of the Interim Financial Report

EMPLOYEES (AVERAGE)

	1-6/2009	1-6/2008
Domestic companies	45,469	44,689
of which:		
AUDI AG	44,417	43,820
Ingolstadt plant	31,482	31,172
Neckarsulm plant	12,935	12,648
Foreign companies	10,250	10,447
of which:		
AUDI BRUSSELS S.A./N.V.	2,150	2,118
AUDI HUNGARIA MOTOR Kft.	5,649	5,927
Lamborghini Group ¹⁾	1,012	985
VOLKSWAGEN GROUP ITALIA S.P.A. ²⁾	907	888
Employees	55,719	55,135
Apprentices	1,905	1,856
Employees of Audi Group companies	57,624	56,991
Staff employed from other Volkswagen Group companies not belonging to the Audi Group	471	482
Workforce	58,094	57,472

¹⁾ excluding VOLKSWAGEN GROUP ITALIA S.P.A. and VOLKSWAGEN GROUP FIRENZE S.P.A.

²⁾ excluding VOLKSWAGEN GROUP FIRENZE S.P.A.

ENVIRONMENTAL RESPONSIBILITY

Accepting environmental responsibility is vital to the success of sustainable management. The Audi Group follows up its responsibilities through comprehensive product- and location-based measures and therefore contributes towards treating the environment conscientiously. According to the principle of an Integrated Product Policy (IPP), environmental aspects are incorporated throughout the value chain, from development and manufacturing to the use and disposal of the vehicle.

As a car manufacturer, the Company seeks in particular to achieve a steady reduction in fuel consumption and vehicle emissions, as tangible proof that there is no inherent contradiction between efficiency and sportiness. Its declared aim is to reduce the fuel consumption of the model fleet by 20 percent by 2012. Its developers therefore make increasing use of efficient technologies, environmentally justifiable materials and lightweight construction in its new models. This is where the various elements of the modular efficiency platform make a major contribution: the energy recovery system captures surplus braking energy, which it then converts into electrical energy and stores temporarily in the car battery. This energy is fed back into the vehicle, to relieve the load on the alternator and thereby save fuel. Another addition to the modular efficiency program in the first half of 2009 was automatic start/stop, which automatically shuts down the engine while the car is stationary, for instance at traffic signals, and is therefore a huge advantage in city traffic. Over the standardized driving cycle it improves





fuel economy by around 0.2 liters of fuel per 100 kilometers and therefore CO₂ emissions by 5 g/km. Also new is the driver information system with efficiency program, which gives the driver recommendations on how to drive more efficiently. Since as much as 30 percent of fuel economy is determined by individual driving style, this technology also offers considerable potential for savings.

A vehicle's weight also has a major effect on its fuel consumption and emissions. Lightweight construction and the use of innovative materials have therefore been a top priority of the Audi Group for 15 years now. One outstanding outcome of its efforts in this area is the light but extremely strong Audi Space Frame, which is currently used in an all-aluminum version in the Audi R8 and Audi A8, and as a hybrid steel/aluminum structure in the Audi TT models. The Audi Group intends to make even more of its core skill in this area through its Neckarsulm-based Lightweight Design Center.

In addition to developing more fuel-efficient, lower-pollution vehicles, for the Audi Group environmental protection means preserving the resources used in the manufacturing process. The main plant in Ingolstadt was again revalidated under the EU Eco-Management and Audit Scheme (EMAS) in April 2009 and accredited in accordance with the environmental management standard ISO 14001:2004. As one of the pioneers of location-based environmental protection, the Audi Group also strives to achieve overarching ecological objectives such as reducing energy, noise, waste water and solid waste by implementing numerous individual measures. The spotlight is on energy consumption, which has been kept constant in recent years despite the rising production volume. Thanks to extensive environmental measures, over the past 20 years the Company has moreover cut the volume of waste water generated per vehicle by manufacturing operations at Ingolstadt from 4.9 to 1.6 cubic meters, and 95 percent of waste is already recycled in the production process. AUDI AG has furthermore set itself the objective of cutting CO₂ emissions per manufactured vehicle by 30 percent over the period from 1990 to 2020, as a further crucial ecological measure.

FINANCIAL PERFORMANCE

In the first six months of 2009 the Audi Group generated revenue of EUR 14,527 (17,387) million. The drop is substantially due to lower vehicle deliveries as a result of reduced economic activity. Thanks to a prudent corporate steering approach the cost of sales was brought down in proportion to the development in revenue to EUR 12,396 (14,852) million. The Audi Group's gross profit for the first half of the year thus amounted to EUR 2,131 (2,535) million. The gross margin even showed a slight improvement of 0.1 percentage points to 14.7 percent. The Company succeeded in cutting distribution costs and administrative expenses to EUR 1,549 (1,603) million and EUR 140 (143) million, respectively. The other operating result fell to EUR 382 (510) million, mainly because of a lower result from settled currency and raw-materials hedging transactions.

As expected, the Audi Group was therefore unable to match the record profit for the first half of 2008. Despite the additional burden of foreign currency effects compared with the previous year, the Audi Group has nevertheless impressively demonstrated its remarkable competitiveness in the current difficult economic climate with a significantly positive operating profit of EUR 823 (1,299) million. The Company is now profiting from the continuous efforts of recent



years to improve efficiency throughout the value chain. These efforts have actually been further intensified in the current year. The operating return on sales was 5.7 (7.5) percent in the first half of 2009.

The growth in the financial result to EUR 171 (73) million is due in particular to an improved investment result, alongside positive effects from the measurement of foreign currency hedges. The Audi Group consequently completed the first half of 2009 with a positive profit before tax of EUR 994 (1,372) million, representing a return on sales before tax of 6.8 (7.9) percent.

NET WORTH

The balance sheet total for the Audi Group amounted to EUR 25,588 (26,056) million at June 30, 2009, a slight decrease compared with the figure at December 31, 2008.

Within the total, non-current assets were down to EUR 9,297 (9,537) million, largely as a result of lower other receivables and financial assets.

Due to the adjustments to production volume to reflect the changed level of demand, the inventories that had accumulated by the end of the previous year were substantially reduced during the first half. Current assets thus fell to EUR 16,291 (16,519) million at June 30, 2009. Equity increased to EUR 11,079 (10,328) million largely as a result of the allocation of the profit after tax for the current year and the injection of EUR 308 million in capital by Volkswagen AG, Wolfsburg, during the period under review. The equity ratio consequently rose from 39.6 percent at December 31, 2008 to 43.3 percent at June 30, 2009.

While non-current liabilities rose to EUR 6,157 (6,029) million mainly due to higher provisions for pensions, current liabilities fell to EUR 8,353 (9,699) million, substantially as a result of the transfer of the profit for the previous year to Volkswagen AG.

FINANCIAL POSITION

Despite the difficult economic conditions in the first half of the year, cash flow from operating activities totaled EUR 2,215 (2,468) million.

Cash used in investing activities was slightly down on the previous year at EUR 844 (989) million, not including the change in securities and loans. The Company adhered to its investment timetable for new products and technologies in order to prepare itself for further growth. Research and development costs therefore reached EUR 1,193 million, almost as much as the same period of last year. Other investment plans were subjected to exhaustive scrutiny. As in previous years, the Audi Group managed to finance cash flow from investing activities entirely from operating activities and also generate a surplus of EUR 1,371 million. The Audi Group therefore improved its net liquidity by a substantial EUR 437 million since the start of the year, to EUR 9,729 million.

RISK REPORT

The risk statements within the Audi Group's risk management system were updated during the preparation of the Interim Report. There were no significant changes to the Audi Group's risk situation compared with the risks outlined in the Management Report that forms part of the 2008 Annual Report. The Company therefore assumes that the reported risks will remain substantially unchanged in the second half of 2009.

Moreover, on the basis of all known particulars and circumstances, for the foreseeable future there exist no risks that can endanger the Audi Group's continued existence as a going concern.

REPORT ON EXPECTED DEVELOPMENTS

ANTICIPATED DEVELOPMENT OF THE ECONOMIC ENVIRONMENT

The Audi Group expects that the worldwide economic downturn will gradually be overcome in the second half of 2009. However, the extent of the recovery will vary greatly from country to country and region to region.

Economic development in Western Europe and Germany in particular is expected to remain weak initially. The national economies of Central and Eastern Europe will remain in recession until the end of the year. Europe is then expected to enjoy an economic recovery from 2010, though it is likely to be rather lacking in vigor.

In the United States, the economic stimulus packages implemented should provide increasing momentum as the year progresses, bringing the economy a moderate level of growth in the medium term.

In contrast, China and India will continue to enjoy robust economic growth – with only a slight loss of momentum – both in the second half of the year and also next year. The remaining emerging markets of Asia probably already passed their economic low point at the start of this year and their economies will expand again as the year progresses.

Demand for cars in 2009 as a whole will be significantly down on the previous year's level in virtually all countries as a result of the global economic crisis.

With regard to registrations of new cars in other Western European countries outside Germany, the Audi Group thus expects to see no fundamental improvement in the market situation in the second half of 2009 compared with the position at the mid-way point. In Germany, by contrast, the government's environment bonus will continue to stimulate demand for cars. The Audi Group therefore expects to see sharp growth in new car registrations for Germany over the full year, though this will stem primarily from the incentive's positive impact on the lower price segments.

In Central and Eastern Europe, and particularly in the previously expanding Russian market, the weakness will persist until the end of the year.

The downward trend that has characterized the U.S. auto market since 2006 will continue through the second half of the year. The overall market for passenger cars and light commercial vehicles will remain on the retreat over the coming months, though with a slower rate of decrease.

On the other hand the Audi Group anticipates that the Chinese car market will maintain its current upward trend thanks in particular to the beneficial effect of the stimulus programs. In Japan, the crumbling of the car market should slow down somewhat towards the end of the year.

ANTICIPATED DEVELOPMENT OF THE AUDI GROUP

The car industry worldwide has experienced one of the most dramatic collapses in sales in its history. The Audi Group thus remains confronted by a difficult underlying situation in the second half of the year. In addition to continuing consumer reticence worldwide, one of the biggest

challenges currently facing the car industry comes from the unpredictability of commodity prices and exchange rates.

Even if the Audi Group is unable to entirely stave off the effects of the crisis, the clearly positive operating profit for the first half of the year shows that the Company is well equipped to pull through the crisis successfully.

Based on the anticipated demand trend in car markets worldwide, the Audi Group is planning to deliver a total of 900,000 Audi models to customers in 2009. Thanks to its young, attractive product range, the Audi brand will consequently fare much better than the market as a whole and increase its market share of the premium segment in many countries.

Further new models were added to the Audi product range in the first half of the year, preparing the way for its continuing successful development. The market launch of the Audi A5 Sportback* will create extra momentum from fall 2009. This third model in the A5 car line is a sporty blend of Coupé and Avant with the core characteristics of elegance, comfort and everyday suitability. As such, it will establish a new market segment.

As a result of the generally lower volume of vehicles being delivered, the Audi Group's revenue will not reach the prior-year level, including over 2009 as a whole. The Audi Group has already taken extensive measures in recent years to steadily boost its competitiveness. The Company is thus now in a position to master the crisis successfully, thanks to the lasting effect of ongoing improvements to its processes and improved productivity. As a result of further corporate steering measures, the Audi Group expects to post a clearly positive operating result for the full year.

In order to establish the basis for continuing growth, the Audi Group will proceed with its investment plans for new products and forward-looking technologies in 2009 despite the continuing economic crisis. Investment plans that do not relate directly to products or technologies will be closely scrutinized and, if necessary, the priorities redefined as part of an ongoing cost and investment management process. As in previous years, the Company will finance the necessary capital expenditure entirely from its own resources. Further funds have been freed up through the prompt implementation of measures to improve inventory levels. The Audi Group will therefore again close the year with a high level of net liquidity.

The number of employees in the Audi Group will not change substantially in the second half of the year.

For 2009 as a whole, the Audi Group believes that there will be no substantial changes to the opportunities for future development as presented in the Management Report of the 2008 Annual Report.

DISCLAIMER

The Management Report contains forward-looking statements relating to anticipated developments. These statements are based upon current assessments and are by their very nature subject to risks and uncertainties. Actual outcomes may differ from those predicted in these statements.

Consolidated Financial Statements of the Audi Group at June 30, 2009

Income Statement of the Audi Group

EUR million	1-6/2009	1-6/2008
Revenue	14,527	17,387
Cost of sales	-12,396	-14,852
Gross profit	2,131	2,535
Distribution costs	-1,549	-1,603
Administrative expenses	-140	-143
Other operating income	764	724
Other operating expenses	-382	-214
Operating profit	823	1,299
Result from investments accounted for using the equity method	45	26
Financing costs	-140	-130
Other financial results	266	177
Financial result	171	73
Profit before tax	994	1,372
Income tax expense	-297	-442
Profit after tax	697	930
of which profit share of AUDI AG stockholders	671	907
of which profit share of minority interests	26	23
EUR	1-6/2009	1-6/2008
Earnings per share	15.59	21.08
Diluted earnings per share	15.59	21.08

Statement of Recognized Income and Expense of the Audi Group

EUR million	1-6/2009	1-6/2008
Profit after tax	697	930
Securities available for sale		
Fair value changes recognized directly in equity without affecting income	7	-28
Included in the Income Statement	4	-9
Cash flow hedges		
Fair value changes recognized directly in equity without affecting income	41	706
Included in the Income Statement	-332	-341
Currency translation differences	3	-5
Deferred tax items netted directly against equity	108	-159
Actuarial gains and losses from provisions for pensions	-88	210
Income and expenditure after tax from equity-accounted investments recognized directly in equity	3	-1
Income and expenditure recognized directly in equity	-254	373
Overall result	443	1,303
Attributable to AUDI AG stockholders	418	1,282
Attributable to minority interests	25	21

Balance Sheet of the Audi Group

ASSETS in EUR million	June 30, 2009	Dec. 31, 2008
Non-current assets	9,297	9,537
Intangible assets	2,169	2,112
Property, plant and equipment	5,761	5,846
Investment property	5	5
Long-term investments and other financial assets	1,362	1,574
Current assets	16,291	16,519
Inventories	2,752	3,347
Receivables and other assets	10,172	7,550
of which trade receivables	2,405	2,215
Securities	603	789
Cash and cash equivalents	2,764	4,833
Balance sheet total	25,588	26,056
LIABILITIES in EUR million	June 30, 2009	Dec. 31, 2008
Equity	11,079	10,328
AUDI AG stockholders' interests	10,686	9,960
Minority interests	393	368
Liabilities	14,510	15,728
Non-current liabilities	6,157	6,029
Provisions for pensions	2,056	1,946
Other provisions	2,765	2,702
Other liabilities	1,336	1,381
Current liabilities	8,353	9,699
Trade payables	3,276	3,302
Other liabilities	2,611	3,895
Other provisions	2,466	2,502
Balance sheet total	25,588	26,056

Statement of Changes in Equity of the Audi Group

EUR million					Equity		
	Issued capital	Capital reserve	Legal reserve and other retained earnings	Cumulative income and expense recognized directly in equity	AUDI AG stockholders' interests	Minority interests	Total
Position as of Jan. 1, 2008	110	911	6,917	374	8,312	43	8,355
Capital increase	-	706	-	-	706	-	706
Dividend payment	-	-	-	-	-	-	-
Recognized income and expense	-	-	906	535	1,441	21	1,462
Deferred tax	-	-	-	- 159	- 159	-	- 159
Difference resulting from changes in the group of consolidated companies	-	-	-	-	-	289	289
Other changes							
Position as of June 30, 2008	110	1,617	7,823	750	10,300	353	10,653
Position as of Jan. 1, 2009	110	1,617	7,865	368	9,960	368	10,328
Capital increase	-	308	-	-	308	-	308
Dividend payment	-	-	-	-	-	-	-
Recognized income and expense	-	-	671	- 360	310	25	336
Deferred tax	-	-	-	108	108	0	108
Other changes	-	-	-	-	-	-	-
Position as of June 30, 2009	110	1,924	8,536	116	10,686	393	11,079

Cash Flow Statement of the Audi Group

from January 1 to June 30

EUR million	1-6/2009	1-6/2008
Profit before profit transfer and taxation	994	1,372
Income tax payments	-95	-512
Depreciation and amortization	850	1,042
Change in provisions for pensions	22	20
Other non-cash expenses and income	-35	104
Gross cash flow	1,736	2,026
Change in inventories	627	-345
Change in receivables	-223	-572
Change in liabilities	38	1,121
Change in other provisions	36	238
Change in working capital	479	442
Cash flow from operating activities	2,215	2,468
Cash flow from investing activities	-3,142	-939
of which investments in property, plant and equipment	-531	-647
of which additions of capitalized development costs	-297	-308
of which change in securities and loans	-2,298	50
Cash flow from financing activities	-1,140	-784
Cash flows from changes in exchange rates and to the group of consolidated companies	-2	236
Change in cash and cash equivalents	-2,069	981
Cash and cash equivalents at start of period	4,833	6,740
Cash and cash equivalents at end of period	2,764	7,721

EUR million	June 30, 2009	June 30, 2008
Cash and cash equivalents	2,764	7,721
Securities and credit extended	7,440	1,615
Gross liquidity	10,204	9,336
Credit outstanding	-475	-468
Net liquidity	9,729	8,868

The cash flow from financing activities substantially comprises the profit transfer to Volkswagen AG, Wolfsburg, for fiscal 2008 amounting to EUR – 1,230 million, on the basis of its profit transfer agreement with AUDI AG.

Notes

GENERAL INFORMATION ACCOUNTING PRINCIPLES

AUDI AG prepares its Consolidated Financial Statements on the basis of the International Financial Reporting Standards (IFRS) and the interpretations of the International Financial Reporting Interpretations Committee (IFRIC). All pronouncements of the International Accounting Standards Board (IASB) whose application is mandatory have been observed. The prior-year figures have been calculated according to the same principles. The Interim Financial Report as of June 30, 2009 takes account of the stipulations of IAS 34 (Interim Financial Reporting).

For the first half of 2009, all standards whose application is mandatory from January 1, 2009 have been observed. These are in essence IAS 1, Presentation of Financial Statements; IAS 23, Capitalization of Borrowing Costs; and IFRS 8, Segment Reporting.

In the amended version of IAS 1, the components of consolidated financial statements are reclassified.

The amendments to IAS 23 call for the capitalization of borrowing costs that are attributable to the qualifying assets. This affects assets of which the acquisition or construction commenced after January 1, 2009, and which take a period of at least one year to get ready for their intended use or sale. This amendment to IAS 23 has no material impact on the financial statements of the Audi Group.

The precise consequences of IFRS 8 are explained individually in the section "Segment Reporting".

The remaining new or amended standards applied have no material effects on the disclosures made in the Consolidated Financial Statements.

The condensed presentation of the consolidated financial statements for the first half of 2009 fundamentally uses the same accounting policies as the consolidated financial statements for the 2008 fiscal year. A detailed description of those methods is published in the 2008 Annual Report. The latter document is also available on the Internet at the Audi website:

<http://www.audi.com/annualreport>.

For this Interim Financial Report, a discount rate of 5.5 percent was applied to provisions for pensions in Germany.

From the 2009 fiscal year, all individual amounts stated are rounded commercially; this may produce marginal discrepancies when they are totaled.

GROUP OF CONSOLIDATED COMPANIES

The Consolidated Financial Statements include AUDI AG as well as all major domestic and foreign companies where AUDI AG directly or indirectly has scope for determining the financial and business policy in such a way as to benefit from the activities of these subsidiaries.

The group of consolidated companies has not changed materially since December 31, 2008.

There was a minor adjustment to the opening balance for 2009 from the merger of one minor investment with a fully consolidated company.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

1 Revenue

The composition of the revenue of the Group is as follows:

EUR million	1-6/2009	1-6/2008
Revenue from vehicles	12,838	15,047
Other sales	1,689	2,340
Revenue	14,527	17,387

2 Cost of sales

The cost of sales amounting to EUR 12,396 (14,852) million shows the costs incurred in generating revenue.

3 Other operating income and expenses

The other operating result of EUR 382 (510) million substantially comprises income and expenses from the settlement of foreign currency hedges and from rebilling.

4 Earnings per share

Basic earnings per share are calculated by dividing the share of profit due to AUDI AG stockholders by the weighted average number of shares in circulation during the fiscal year.

In Audi's case, the diluted earnings per share are the same as the basic earnings per share, as there were no potential shares in existence as of either June 30, 2008 or June 30, 2009.

	1-6/2009	1-6/2008
Profit share of AUDI AG stockholders (EUR million)	671	907
Weighted average number of shares (basic and diluted totals are identical)	43,000,000	43,000,000
Earnings per share in EUR	15.59	21.08

5 Contingencies

There are no significant changes in contingent liabilities compared with the position as of December 31, 2008.

6 Related party disclosures

EUR million	1-6/2009	1-6/2008	1-6/2009	1-6/2008
	Goods and services supplied		Goods and services received	
Volkswagen AG	2,098	2,475	2,027	2,514
Consolidated subsidiaries of Volkswagen AG not belonging to the Audi Group	2,778	4,528	909	1,711
Non-consolidated subsidiaries of Volkswagen AG	209	231	52	38
Joint ventures and other associated companies of Volkswagen AG	753	725	12	7
Porsche companies	398	493	8	6

SEGMENT REPORTING

IFRS 8 is applied for the first time in fiscal 2009; it requires that the business segments for entrepreneurial activities now mirror those used for internal corporate steering. The products of the Audi Group focus on premium-segment cars. Consequently, both the internal reporting procedures and coordinating, steering and decision-making processes at the general Board of Management level treat the Audi Group as a single entrepreneurial unit.

The relevant performance and control indicator for the Board of Management is “operating profit” at Group level. Operating profit is not broken down further by segment as defined by IFRS 8. The definition and composition of operating profit is illustrated in the Income Statement of the Audi Group on page 16 of the Interim Financial Report.

As expected, the Audi Group was unable to match the record profit of EUR 1,299 million which it posted in the prior-year period. Despite the difficult economic climate of the first half of 2009, it nevertheless achieved a positive operating profit of EUR 823 million.

The revenue by region pursuant to IFRS 8.33 has been determined on the basis of the country of origin of external customers.

	1-6/2009		1-6/2008	
	EUR million	%	EUR million	%
Germany	4,705	32.4	4,775	27.5
Rest of Europe	6,474	44.6	8,877	51.1
Asia-Pacific	1,821	12.5	1,922	11.1
North America	1,347	9.3	1,567	9.0
Africa	108	0.7	135	0.8
South America	72	0.5	111	0.6
Total	14,527	100.0	17,387	100.0

GERMAN CORPORATE GOVERNANCE CODE

The current declarations on the German Corporate Governance Code by the Board of Management and Supervisory Board of AUDI AG pursuant to Section 161 of the German Stock Corporation Act can be permanently accessed at the Audi website <http://www.audi.com/cgk-declaration>.

EVENTS OCCURRING AFTER THE FIRST-HALF REPORTING DATE

No events that must be reported pursuant to IAS 10 (Events After the Balance Sheet Date) occurred after June 30, 2009.

Responsibility Statement

“Responsibility Statement

We assure that, to the best of our knowledge and based on the accounting standards to be applied for interim financial reporting, the condensed Consolidated Interim Report provides a true and fair view of the net worth, financial position and financial performance of the Group and that the Group Interim Management Report presents business progress including the business results and the position of the Group in such a way that it provides a true and fair view, as well as describing the principal opportunities and risks of the Group’s anticipated development for the remaining months of the fiscal year.”

Ingolstadt, July 23, 2009

The Board of Management



Rupert Stadler



Ulf Berkenhagen



Michael Dick



Frank Dreves



Peter Schwarzenbauer



Axel Strotbek



Dr. Werner Widuckel

Review report

“Review report

To AUDI AG

We have reviewed the condensed consolidated interim financial statements – comprising the income statement, statement of recognized income and expense, condensed balance sheet, condensed statement of changes in equity, condensed cash flow statement and selected explanatory notes – and the interim group management report of AUDI AG, Ingolstadt, for the period from January 1 to June 30, 2009, which are part of the half-year financial report pursuant to § (Article) 37w WpHG (“Wertpapierhandelsgesetz”: German Securities Trading Act). The preparation of the condensed consolidated interim financial statements in accordance with the IFRS applicable to interim financial reporting as adopted by the EU and of the interim group management report in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports is the responsibility of the parent company’s Board of Managing Directors. Our responsibility is to issue a review report on the condensed consolidated interim financial statements and on the interim group management report based on our review.

We conducted our review of the condensed consolidated interim financial statements and the interim group management report in accordance with German generally accepted standards for the review of financial statements promulgated by the Institut der Wirtschaftsprüfer (Institute of Public Auditors in Germany) (IDW). Those standards require that we plan and perform the review so that we can preclude through critical evaluation, with moderate assurance, that the condensed consolidated interim financial statements have not been prepared, in all material respects, in accordance with the IFRS applicable to interim financial reporting as adopted by the EU and that the interim group management report has not been prepared, in all material respects, in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports. A review is limited primarily to inquiries of company personnel and analytical procedures and therefore does not provide the assurance attainable in a financial statement audit. Since, in accordance with our engagement, we have not performed a financial statement audit, we cannot express an audit opinion.

Based on our review, no matters have come to our attention that cause us to presume that the condensed consolidated interim financial statements have not been prepared, in all material respects, in accordance with the IFRS applicable to interim financial reporting as adopted by the EU nor that the interim group management report has not been prepared, in all material respects, in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports.”

Munich, July 23, 2009

PricewaterhouseCoopers
Aktiengesellschaft
Wirtschaftsprüfungsgesellschaft

Franz Wagner
Wirtschaftsprüfer
(German Public Auditor)

Petra Justenhoven
Wirtschaftsprüferin
(German Public Auditor)

Fuel consumption and emission figures

As at: July 2009 (all data apply to features of the German market)

Model	Power output (kW)	Transmission	Fuel	Fuel consumption (l/100 km)			CO ₂ emissions (g/km)
				urban	extra urban	combined	combined
Audi A3							
A3 1.6 TDI	66	5-speed	Diesel	5.6	3.9	4.5	118
A3 1.6 TDI	77	5-speed	Diesel	5.0	3.7	4.1	109
Audi A3 Cabriolet							
A3 Cabriolet 1.6	75	5-speed	Premium	9.6	5.5	7.0	167
A3 Cabriolet 1.8 TFSI	118	6-speed	Premium	9.0	5.6	6.8	159
A3 Cabriolet 1.8 TFSI	118	S tronic, 7-speed	Premium	9.0	5.4	6.7	156
A3 Cabriolet 2.0 TFSI	147	6-speed	Premium	10.0	5.6	7.2	169
A3 Cabriolet 2.0 TFSI	147	S tronic, 6-speed	Premium	9.9	5.9	7.4	171
A3 Cabriolet 1.6 TDI	77	5-speed	Diesel	5.2	3.9	4.3	114
A3 Cabriolet 2.0 TDI	103	6-speed	Diesel	6.7	4.4	5.3	139
A3 Cabriolet 2.0 TDI	103	S tronic, 6-speed	Diesel	7.7	4.4	5.6	148
Audi TT Coupé							
TT Coupé 1.8 TFSI	118	6-speed	Premium	9.0	5.3	6.7	155
TT Coupé 2.0 TFSI	147	6-speed	Super Plus	10.7	6.0	7.7	183
TT Coupé 2.0 TFSI	147	S tronic, 6-speed	Super Plus	10.6	6.0	7.7	183
TT Coupé 2.0 TFSI quattro	147	S tronic, 6-speed	Premium	10.5	6.1	7.7	178
TT Coupé 3.2 quattro	184	6-speed	Super Plus	14.7	7.8	10.3	247
TT Coupé 3.2 quattro	184	S tronic, 6-speed	Super Plus	12.9	7.3	9.4	224
TT Coupé 2.0 TDI quattro	125	6-speed	Diesel	7.0	4.3	5.3	139
TTS Coupé 2.0 TFSI quattro	200	6-speed	Super Plus	11.0	6.4	8.1	188
TTS Coupé 2.0 TFSI quattro	200	S tronic, 6-speed	Super Plus	10.6	6.4	7.9	184
Audi TT Roadster							
TT Roadster 1.8 TFSI	118	6-speed	Premium	9.1	5.6	6.9	159
TT Roadster 2.0 TFSI	147	6-speed	Super Plus	10.7	6.2	7.8	186
TT Roadster 2.0 TFSI	147	S tronic, 6-speed	Super Plus	10.8	6.1	7.8	186
TT Roadster 2.0 TFSI quattro	147	S tronic, 6-speed	Premium	10.5	6.3	7.8	181
TT Roadster 3.2 quattro	184	6-speed	Super Plus	14.8	7.8	10.4	250
TT Roadster 3.2 quattro	184	S tronic, 6-speed	Super Plus	13.0	7.4	9.5	227
TT Roadster 2.0 TDI quattro	125	6-speed	Diesel	7.2	4.5	5.5	144
TTS Roadster 2.0 TFSI quattro	200	6-speed	Super Plus	11.1	6.7	8.3	193
TTS Roadster 2.0 TFSI quattro	200	S tronic, 6-speed	Super Plus	10.7	6.5	8.0	187
Audi TT RS Coupé							
TT RS Coupé 2.5 TFSI quattro	250	6-speed	Super Plus	13.1	6.9	9.2	214
Audi TT RS Roadster							
TT RS Roadster 2.5 TFSI quattro	250	6-speed	Super Plus	13.3	7.2	9.5	221
Audi A4 Sedan							
A4 1.8 TFSI	88	6-speed	Premium	9.5	5.6	7.1	164
A4 1.8 TFSI	88	multitronic, CVT	Premium	9.4	5.9	7.2	169
A4 1.8 TFSI	118	6-speed	Premium	9.5	5.6	7.1	164
A4 1.8 TFSI	118	multitronic, CVT	Premium	9.4	5.9	7.2	169
A4 1.8 TFSI quattro	118	6-speed	Premium	10.3	6.1	7.6	176
A4 2.0 TFSI	132	6-speed	Premium	8.3	5.3	6.4	149
A4 2.0 TFSI	132	multitronic, CVT	Premium	9.4	5.7	7.1	167
A4 2.0 TFSI	155	6-speed	Premium	8.3	5.3	6.4	149
A4 2.0 TFSI	155	multitronic, CVT	Premium	9.4	5.7	7.1	167
A4 2.0 TFSI quattro	155	6-speed	Premium	9.7	5.8	7.3	169
A4 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	9.3	6.3	7.4	172
A4 3.2 FSI	195	multitronic, CVT	Premium	11.6	6.2	8.2	192
A4 3.2 FSI quattro	195	6-speed	Premium	13.4	6.7	9.1	214
A4 3.2 FSI quattro	195	tiptronic, 6-speed	Premium	13.1	7.0	9.3	215
A4 2.0 TDI e	100	6-speed	Diesel	5.8	3.8	4.6	119
A4 2.0 TDI	100	6-speed	Diesel	6.1	4.0	4.8	124
A4 2.0 TDI	88	6-speed	Diesel	6.1	4.2	4.9	129
A4 2.0 TDI	105	6-speed	Diesel	6.5	4.3	5.1	134
A4 2.0 TDI	105	multitronic, CVT	Diesel	7.3	4.8	5.7	149
A4 2.0 TDI quattro	105	6-speed	Diesel	7.0	4.8	5.6	147
A4 2.0 TDI	125	6-speed	Diesel	6.2	4.4	5.1	134
A4 2.0 TDI quattro	125	6-speed	Diesel	7.1	4.9	5.7	149
A4 2.7 TDI	140	6-speed	Diesel	8.1	4.8	6.0	159
A4 2.7 TDI	140	multitronic, CVT	Diesel	7.9	5.5	6.4	167
A4 3.0 TDI quattro	176	6-speed	Diesel	8.8	5.3	6.6	173
A4 3.0 TDI quattro	176	tiptronic, 6-speed	Diesel	8.8	5.9	6.9	182
S4 3.0 TFSI quattro	245	6-speed	Premium	13.7	7.3	9.7	225
S4 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	13.5	7.0	9.4	219
Audi A4 Avant							
A4 Avant 2.0 TDI e	100	6-speed	Diesel	6.1	4.2	4.9	129
S4 Avant 3.0 TFSI quattro	245	6-speed	Premium	13.8	7.5	9.9	229
S4 Avant 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	13.8	7.3	9.7	224
Audi A4 allroad quattro							
A4 allroad quattro 2.0 TFSI	155	6-speed	Premium	10.2	6.5	7.9	184
A4 allroad quattro 2.0 TFSI	155	S tronic, 7-speed	Premium	10.2	6.8	8.1	189

Model	Power output (kW)	Transmission	Fuel	Fuel consumption (l/100 km)			CO ₂ emissions (g/km)
				urban	extra urban	combined	
A4 allroad quattro 2.0 TDI	125	6-speed	Diesel	7.5	5.5	6.2	164
A4 allroad quattro 3.0 TDI	176	6-speed	Diesel	9.6	5.8	7.2	189
A4 allroad quattro 3.0 TDI	176	S tronic, 7-speed	Diesel	8.7	6.1	7.1	189
Audi A5 Coupé							
A5 1.8 TFSI	118	6-speed	Premium	9.5	5.6	7.1	164
A5 1.8 TFSI	118	multitronic, CVT	Premium	9.4	5.9	7.2	169
A5 2.0 TFSI	132	6-speed	Premium	8.3	5.3	6.4	149
A5 2.0 TFSI	132	multitronic, CVT	Premium	9.4	5.7	7.1	167
A5 2.0 TFSI	155	6-speed	Premium	8.3	5.3	6.4	149
A5 2.0 TFSI	155	multitronic, CVT	Premium	9.4	5.7	7.1	167
A5 2.0 TFSI quattro	155	6-speed	Premium	9.7	5.8	7.3	169
A5 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	9.3	6.3	7.4	172
A5 3.2 FSI	195	multitronic, CVT	Premium	11.6	6.2	8.2	192
A5 3.2 FSI quattro	195	6-speed	Premium	13.4	6.7	9.1	214
A5 3.2 FSI quattro	195	tiptronic, 6-speed	Premium	13.0	6.9	9.2	213
A5 2.0 TDI	125	6-speed	Diesel	6.2	4.4	5.1	134
A5 2.0 TDI quattro	125	6-speed	Diesel	7.1	4.9	5.7	149
A5 2.7 TDI	140	6-speed	Diesel	8.1	4.8	6.0	159
A5 2.7 TDI	140	multitronic, CVT	Diesel	7.9	5.5	6.4	167
A5 3.0 TDI quattro	176	6-speed	Diesel	8.8	5.3	6.6	173
A5 3.0 TDI quattro	176	tiptronic, 6-speed	Diesel	8.8	5.9	6.9	182
S5 4.2 quattro	260	6-speed	Super Plus	18.1	8.7	12.1	288
S5 4.2 quattro	260	tiptronic, 6-speed	Super Plus	15.7	7.9	10.8	256
Audi A5 Sportback							
A5 Sportback 2.0 TFSI	132	6-speed	Premium	8.4	5.4	6.5	152
A5 Sportback 2.0 TFSI	132	multitronic, CVT	Premium	9.5	5.8	7.2	169
A5 Sportback 2.0 TFSI	155	6-speed	Premium	8.4	5.4	6.5	152
A5 Sportback 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	9.3	6.3	7.4	172
A5 Sportback 3.2 FSI quattro	195	S tronic, 7-speed	Premium	13.5	6.8	9.3	216
A5 Sportback 2.0 TDI	105	multitronic, CVT	Diesel	7.5	4.8	5.8	152
A5 Sportback 2.0 TDI	125	6-speed	Diesel	6.5	4.5	5.2	137
A5 Sportback 2.0 TDI quattro	125	6-speed	Diesel	7.3	5.0	5.8	152
A5 Sportback 2.7 TDI	140	6-speed	Diesel	8.1	4.8	6.0	159
A5 Sportback 2.7 TDI	140	multitronic, CVT	Diesel	8.0	5.6	6.5	169
A5 Sportback 3.0 TDI quattro	176	6-speed	Diesel	8.9	5.4	6.7	176
A5 Sportback 3.0 TDI quattro	176	S tronic, 7-speed	Diesel	8.3	5.7	6.6	174
Audi A5 Cabriolet							
A5 Cabriolet 2.0 TFSI	132	multitronic, CVT	Premium	9.9	6.0	7.4	174
A5 Cabriolet 2.0 TFSI	155	6-speed	Premium	8.5	5.7	6.7	156
A5 Cabriolet 2.0 TFSI	155	multitronic, CVT	Premium	9.9	6.0	7.4	174
A5 Cabriolet 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	9.5	6.6	7.7	177
A5 Cabriolet 3.2 FSI	195	multitronic, CVT	Premium	12.1	6.5	8.6	199
A5 Cabriolet 3.2 FSI quattro	195	S tronic, 7-speed	Premium	13.8	7.0	9.5	219
A5 Cabriolet 2.0 TDI	125	6-speed	Diesel	7.0	4.9	5.7	148
A5 Cabriolet 2.7 TDI	140	6-speed	Diesel	8.1	5.2	6.2	164
A5 Cabriolet 2.7 TDI	140	multitronic, CVT	Diesel	7.7	5.8	6.5	169
A5 Cabriolet 3.0 TDI quattro	176	S tronic, 7-speed	Diesel	8.5	5.8	6.8	179
S5 Cabriolet 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	13.8	7.3	9.7	224
Audi Q5							
Q5 2.0 TFSI quattro	155	6-speed	Premium	10.8	6.9	8.4	195
Q5 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	10.4	7.3	8.5	197
Q5 3.2 FSI quattro	199	S tronic, 7-speed	Premium	12.3	7.6	9.3	218
Q5 2.0 TDI quattro	125	6-speed	Diesel	8.2	5.8	6.7	175
Q5 2.0 TDI quattro	125	S tronic, 7-speed	Diesel	8.2	6.0	6.8	179
Q5 3.0 TDI quattro	176	S tronic, 7-speed	Diesel	9.2	6.6	7.5	199
Audi A6 allroad quattro							
A6 allroad quattro 3.0 TFSI	213	tiptronic, 6-speed	Premium	13.3	7.6	9.7	225
A6 allroad quattro 4.2 FSI	257	tiptronic, 6-speed	Premium	15.3	8.1	10.8	257
A6 allroad quattro 2.7 TDI	140	tiptronic, 6-speed	Diesel	9.9	6.2	7.5	199
A6 allroad quattro 3.0 TDI	176	6-speed	Diesel	9.4	5.9	7.2	189
A6 allroad quattro 3.0 TDI	176	tiptronic, 6-speed	Diesel	9.7	6.2	7.5	199
Audi Q7							
Q7 3.6 FSI quattro	206	tiptronic, 6-speed	Super Plus	16.9	9.3	12.1	289
Q7 4.2 FSI quattro	257	tiptronic, 6-speed	Super Plus	17.5	9.9	12.7	304
Q7 3.0 TDI quattro	176	tiptronic, 6-speed	Diesel	11.3	7.8	9.1	239
Q7 3.0 TDI clean diesel quattro	176	tiptronic, 6-speed	Diesel	11.2	7.6	8.9	234
Q7 4.2 TDI quattro	250	tiptronic, 6-speed	Diesel	12.8	8.2	9.9	262
Audi Q7 V12 TDI quattro							
Q7 V12 TDI quattro	368	tiptronic, 6-speed	Diesel	14.8	9.3	11.3	298
Audi R8							
R8 5.2 FSI quattro	386	6-speed	Super Plus	22.6	10.2	14.7	351
R8 5.2 FSI quattro	386	R tronic, 6-speed	Super Plus	20.7	9.6	13.7	327

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