



Q1/2026

Quarterly Update Audi Group

Audi Concept C: The vehicle shown here is a concept vehicle that is not available as a series-production vehicle.

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strategy, sustain-
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Audi Fact
Pack
Q1/2026

3M figures,
10-year overview



Financial highlights and KPI overview

Q1/2026

Financial highlights and KPI overview

Financial figures influenced by challenging economic conditions with high competition and US tariffs

		1-3/2026	1-3/2025	Δ in %
Production, cars	units	411,192	405,328 ¹	1.4
Deliveries to customers, cars	units	364,877	388,756	-6.1
of which Audi ²	units	360,106	383,401	-6.1
Revenue	€m	14,178	15,431	-8.1
Operating profit	€m	588	537	9.6
Operating return on sales (ROS)	%	4.2	3.5	0.7 ppt.
Investment ratio ³	%	9.6	10.3	-0.7 ppt.
Net cash flow	€m	883	-61	X
Employees (end of period)		83,012	85,804	-3.3

- Deliveries to customers of the Brand Group Progressive⁴ decreased to 365 thousand cars. The main reasons for this development were challenging economic conditions with volatile global passenger car markets, US tariffs as well as a highly competitive market environment, especially in China.
- Audi Group revenue decreased by 8.1% to €14.2bn, mainly due to a lower sales volume as well as negative product mix effects.
- The operating profit of the Audi Group amounted to €0.6bn with an ROS of 4.2%. The profit increased due to lower expenses related to CO₂ provisions and strict cost discipline, while lower sales including negative product mix effects and US tariffs were negative factors.
- Net cash flow reached €0.9bn. The increase is mainly driven by an improved working capital and lower investments. Additionally, Q1/2025 was impacted by the acquisition of the remaining shares in Sauber Holding AG.

1 The previous year's figure has been adjusted due to a change in counting methods.

2 Including deliveries of AUDI brand models, developed in the strategic partnership between Audi and its Chinese partner SAIC, available and sold exclusively in China.

3 The investment ratio describes research and development activities and capex as a proportion of revenue.

4 The Brand Group Progressive describes the Audi Group with the brands Audi, Bentley, Lamborghini and Ducati. The terms "Audi Group" and "Brand Group Progressive" are used synonymously.

Selected model presentations

Audi presents the updated Q4 e-tron while the new AUDI E7X continues the new strategy in China

Audi Q4 e-tron: the electric bestseller gets an upgrade

Audi is making its electric bestseller, the Q4 e-tron, more versatile with a range of new features.

Inside, the refreshed model impresses with a reimagined digital stage, intuitive controls, and an abundance of space.

Outside, the electric crossover now boasts a sharper design and new lighting features. Increased range, greater charging capacity, and more intuitive operation make the car more convenient for everyday use.

The Q4 e-tron is the first Audi model to support bidirectional charging – its high-voltage battery can both receive energy from the grid and feed it back to external devices. For example, the Vehicle-to-Load (V2L) function allows e-bikes to be charged from a power socket in the trunk or via an adapter on the charging port. In Germany, Austria, and Switzerland, the Q4 e-tron can also serve as a home battery supplying stored energy to the household through Vehicle-to-Home (V2H). This is especially beneficial for optimizing self-consumption from solar panels.

AUDI E7X²Audi Q4 SUV e-tron¹

AUDI E7X:² China-exclusive sister brand unveils its first SUV

Dedicated to and tailor-made for China: following the successful debut of the AUDI E5 Sportback², the AUDI brand – born from Audi's collaboration with SAIC– unveiled its first all-electric SUV, the AUDI E7X², at Auto China 2026 in Beijing. As the brand's second production model, this large SUV is set to stand out in the electric premium SUV segment in China, blending Audi's progressive engineering excellence, iconic driving dynamics, and craftsmanship with China's cutting-edge digital ecosystem and tailor-made in-cabin experience for Chinese lifestyles.

¹ Audi Q4 SUV e-tron: electric power consumption (combined): 18.0–15.3 (preliminary values) kWh/100 km; CO₂ emissions (combined): 0 g/km; CO₂ class: A. For more information on WLTP, see page 22.
² Model only available in China.



Economic environment

While the global economy grew slightly in Q1/2026, the global automotive market developed negatively

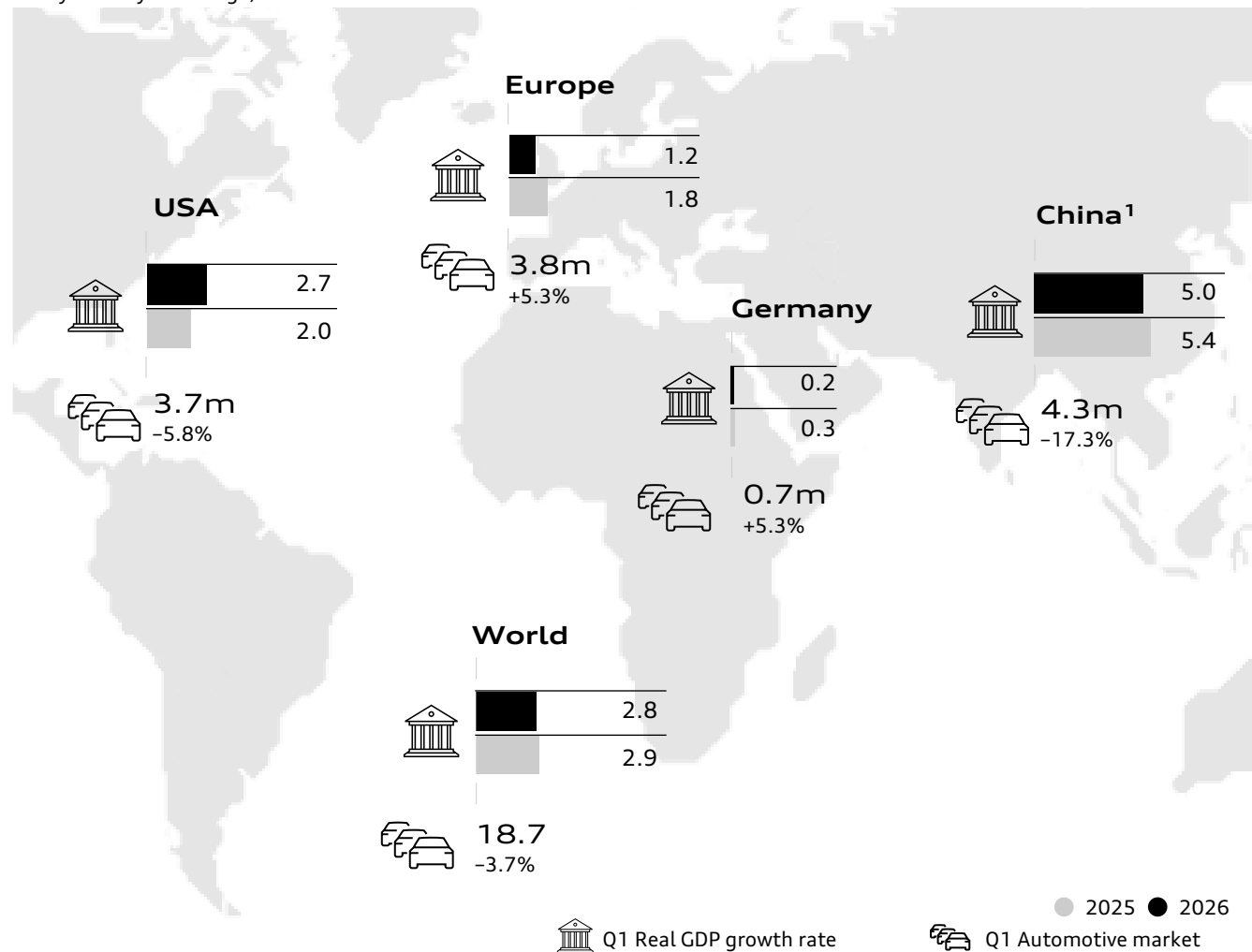
In the first three months of 2026, the **global economy** continued its growth trajectory, with roughly the same momentum as in the previous year.

The group of advanced economies recorded a similar increase in growth rate as in the same period last year, while the growth of the emerging economies was somewhat lower. Geopolitical and geoeconomic uncertainties, especially in connection with the escalation in the Middle East that began at the end of February, dampened the mood among market participants. In this context, the oil price almost doubled in the course of the first quarter.

From January to March 2026, the **global passenger car market** volume was slightly below the previous year's level. The individual regions developed differently.

While the market volume increased in Europe, the USA and China recorded lower figures. The market for all-electric vehicles (BEVs) also declined slightly compared with the same period last year.

Real GDP growth / Automotive markets
in % year-on-year change, in million units



¹ Chinese car market including Hong Kong.

Deliveries to customers

Deliveries below previous year due to challenging economic conditions including US tariffs and a competitive market environment, solid performance in Europe

Deliveries, Brand Group Progressive¹

in units / in % of total

	1-3/2026	1-3/2025	Δ in %
Deliveries BGP	364,877	388,756	-6.1
of which Audi	360,106	383,401	-6.1
Europe	176,051	167,215	5.3
<i>Germany</i>	<i>50,830</i>	<i>48,987</i>	<i>3.8</i>
China incl. Hong Kong	127,488	144,977	-12.1
USA	31,112	44,412	-29.9
Other markets	30,226	32,152	-6.0
Total	364,877	388,756	-6.1
BEV	42,029	46,371	-9.4
<i>BEV share</i>	<i>11.5%</i>	<i>11.9%</i>	<i>-0.4 ppt.</i>
PHEV	34,393	13,686	X
<i>PHEV share</i>	<i>9.4%</i>	<i>3.5%</i>	<i>5.9 ppt.</i>
Locally produced in China	124,593	135,520	-8.1
<i>Locally produced in China share</i>	<i>34.1%</i>	<i>34.9%</i>	<i>-0.8 ppt.</i>

In the first three months of 2026, the **Brand Group Progressive** delivered **364,877** (388,756) cars to customers, a year-on-year decrease of 6.1%. The main reasons for this development were challenging economic conditions with volatile global passenger car markets, US tariffs as well as a high level of competition, especially in China.

The **Audi brand** handed **360,106** (383,401) vehicles over to customers, a reduction of 6.1%.

The Brand Group recorded a decrease in deliveries of **fully electric vehicles (BEVs)** in the reporting period. BEV deliveries declined by 9.4% to **42,029** (46,371) units, the **BEV share** amounted to **11.5%** (11.9%). In addition, deliveries of plug-in hybrids (**PHEVs**) increased significantly to **34,393** (13,686) cars. The **share of electrified vehicles** came in at **20.9%** (15.4%).

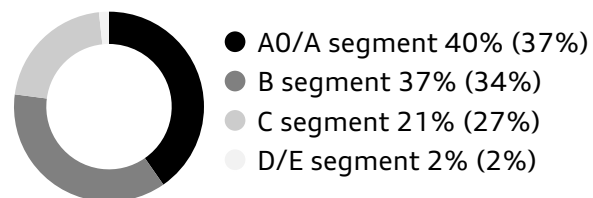
In **Europe**, the Brand Group delivered **176,051** (167,215) vehicles, a plus of 5.3%. In **Germany**, deliveries increased slightly by 3.8% to **50,830** (48,987) units.

In the **USA**, deliveries decreased by 29.9% to **31,112** (44,412) units, impacted by the tariff situation as well as the weak demand for electric vehicles due to the elimination of subsidies.

In **China**, a total of **127,488** (144,977) vehicles were delivered, a decline of 12.1%, mainly due to macroeconomic uncertainties, an ongoing competitive market environment and the expiration of tax exemptions.

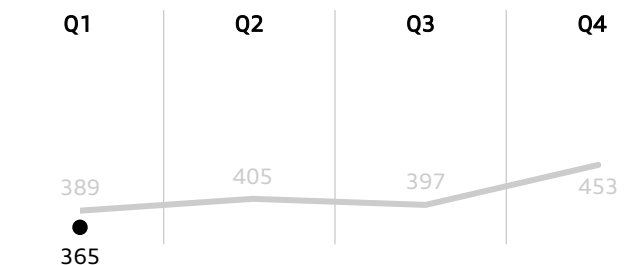
Deliveries by segment

1-3/2026 (1-3/2025), in % of car deliveries



Quarterly deliveries

in k cars



¹ The previous year's figures for the Europe region and other markets were adjusted due to an updated country allocation.

Income statement

Operating profit reflects challenging environment including US tariffs

Income statement

in €m / in % of revenue

	1-3/2026	1-3/2025	Δ in %
Revenue	14,178	15,431	-8.1
Costs of goods sold	-12,562	-13,653	-8.0
Gross profit	1,616	1,778	-9.1
Distribution expenses	-738	-768	-3.9
Administrative expenses	-189	-201	-5.7
Other operating result	-100	-272	-63.1
Operating profit	588	537	9.6
Return on sales (ROS)	4.2%	3.5%	0.7 ppt.
Financial result	174	265	-34.2
of which China business ¹	28	170	-83.3
Profit before tax	763	802	-4.9
Income tax expense	-204	-172	18.1
Profit after tax	559	630	-11.2

In Q1/2026, the Audi Group generated **revenue of €14,178m** (€15,431m).

The decrease of 8.1% is attributable to a lower sales volume – especially in the USA – a highly competitive market environment and negative product mix effects.

In contrast, revenue from parts and components for local production in China increased.

Cost of goods sold decreased because of the lower sales volume and product mix effects, while US tariffs were a negative factor compared with the previous year's period. Cost improvements and lower expenses related to CO₂ provisions had a positive effect.

Distribution expenses and administrative expenses decreased compared with Q1/2025, also due to lower personnel expenses.

The **other operating result** improved year-on-year due to lower restructuring expenses and positive FX effects despite negative residual value risks.

In general, a strict cost discipline had a positive impact.

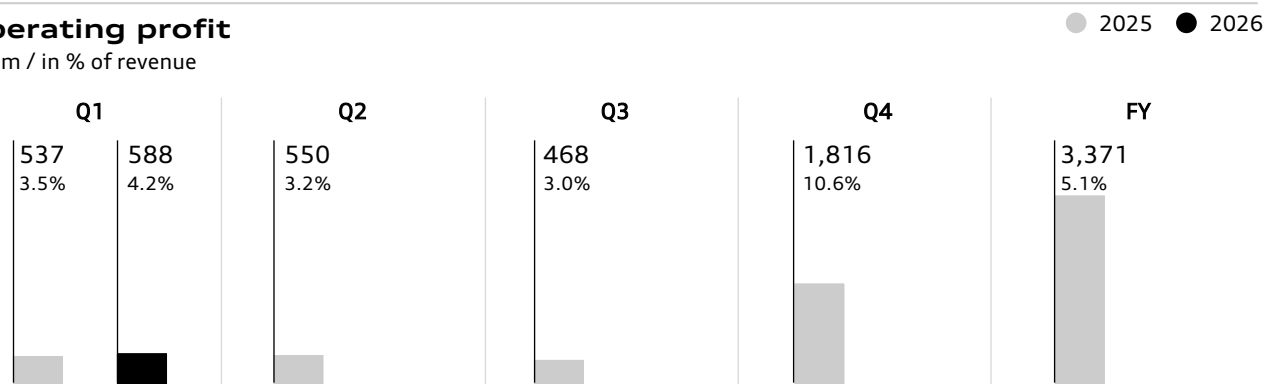
The **operating profit** amounted to **€588m** (€537m) with an **ROS of 4.2%** (3.5%).

The **financial result** of the Audi Group decreased to **€174m** (€265m). While the interest result developed positively, the **business in China¹** was affected by the challenging market situation and model changeovers and declined significantly and contributed **€28m** (€170m) to the financial result.

Profit before tax amounted to €763m (€802m), a slight decrease of 4.9% driven by the lower financial result. **Profit after tax** was €559m (€630m).

Operating profit

in €m / in % of revenue



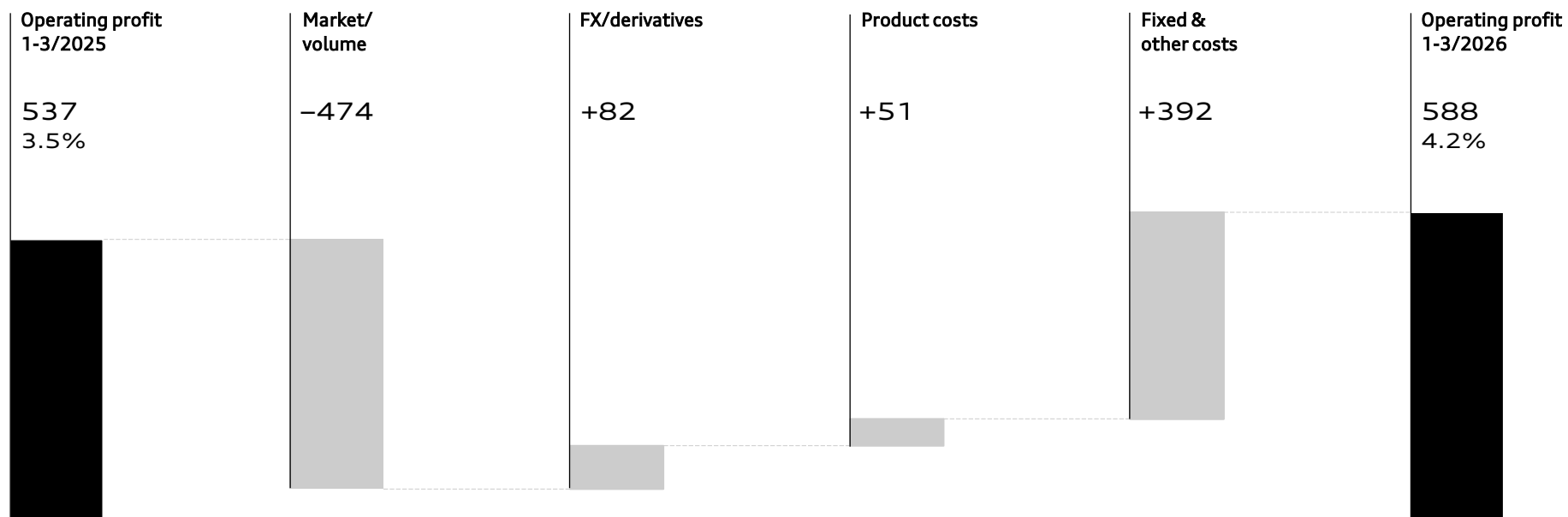
¹ Includes the result from investments accounted for using the equity method: FAW-Volkswagen Automotive Co., Ltd., Volkswagen Automatic Transmission (Tianjin) Co., Ltd., SAIC Volkswagen Automotive Co., Ltd., and brand settlement/performance-related income for China business.

Operating profit bridge

Audi Group operating profit negatively impacted by volume and mix offset by strict cost discipline

Operating profit bridge

in €m / in % of revenue



Market/volume decreased in a year-on-year comparison mainly driven by lower sales, a weaker product and country mix, US tariffs, a weaker contribution of the brands Bentley and Lamborghini as well as higher residual value risks. Lower expenses related to the CO₂ regulation had a positive impact.

FX/derivatives had a positive effect compared with the prior year.

Product costs developed positively, mainly driven by lower material costs.

Fixed & other costs showed a significant year-on-year improvement mainly driven by a strict cost discipline including lower personnel expenses.

Balance sheet

Seasonal increase of inventories after low level at year-end 2025

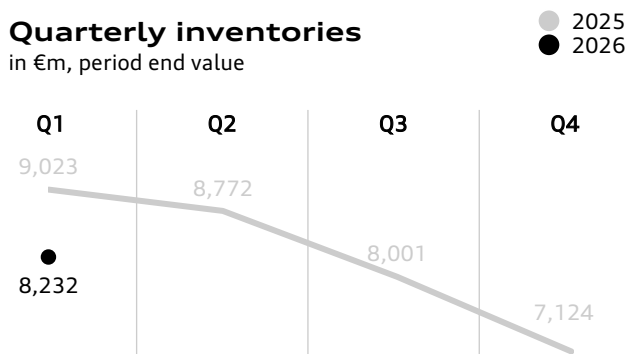
Balance sheet

Audi Group, in €m

	Mar 31, 2026	Dec 31, 2025	Δ in %
Non-current assets	36,886	36,997	-0.3
Current assets	33,778	34,830	-3.0
of which inventories	8,232	7,124	15.6
of which trade receivables	6,135	6,566	-6.6
Assets held for sale	328	308	6.4
Total assets	70,992	72,135	-1.6
Equity	37,754	37,352	1.1
Non-current liabilities	12,219	12,419	-1.6
Current liabilities	20,898	22,206	-5.9
of which trade payables	8,825	8,386	5.2
Liabilities held for sale	121	158	-23.2
Total liabilities and equity	70,992	72,135	-1.6

Quarterly inventories

in €m, period end value



Total assets of the Audi Group decreased to **€70,992m** (€72,135m) as of March 31, 2026.

The **non-current assets** remained stable with minor changes. Property, plant and equipment decreased due to lower investments.

Current assets decreased slightly. While inventories increased in the first quarter 2026 after a very low level at the end of 2025, trade receivables as well as cash and cash equivalents decreased, also due to the profit transfer for 2025 to Volkswagen AG.

The Audi Group's **equity** remained stable at **€37,754m** (€37,352m) as of March 31, 2026, resulting in an **equity ratio of 53.2%** (51.8%).

Non-current liabilities were at the prior year's level at the end of Q1/2026, while provisions were lower.

Current liabilities decreased noticeably. The profit transfer for 2025 to Volkswagen AG and lower provisions led to a reduction, while trade payables increased.

Audi RS 5 Avant¹

¹ Audi RS 5 Avant: fuel consumption (weighted combined): 4.4–3.9 l/100 km; electric power consumption (weighted combined): 18.6–17.8 kWh/100 km; CO₂ emissions (weighted combined): 100–88 g/km ; CO₂ class (weighted combined): C-B; fuel consumption with discharged battery (combined): 10.1–9.6 l/100; CO₂ class with discharged battery: G. For more information on WLTP, see page 22.

Cash flow statement

Net cash flow robust, supported by favorable working capital

Cash flow statement

in €m

	1-3/2026	1-3/2025	Δ in %
Cash flow from operating activities	1,618	1,235	31.1
of which change in working capital	41	-444	X
Investing activities attributable to operating activities	-735	-1,296	-43.3
capital expenditure	-331	-524	-36.8
capitalized development costs	-431	-453	-4.9
changes in participations	-	-377	X
disposal of tangible assets	27	58	-53.9
Net cash flow	883	-61	X
Cash flow from investing activities	-843	-6,057	-86.1
Cash flow from financing activities	-2,806	1,235	X
Net liquidity (Mar 31, 2026, compared with Dec 31, 2025)	20,460	22,563	-9.3

In the first quarter of 2026, the Audi Group generated **cash flow from operating activities of €1,618m** (€1,235m).

The year-on-year increase is mainly attributable to the development of working capital, especially due to lower receivables.

Capital expenditure of the Audi Group decreased noticeably to **-€331m** (-€524m).

The additions of **capitalized development costs** in the reporting period declined slightly, influenced by the current product development life cycle of the model range.

Changes in participations had no effect in the reporting period. The previous year was influenced by the acquisition of the remaining shares in Sauber Holding AG.

Net cash flow of the Audi Group reached **€883m** (-€61m) in the reporting period.

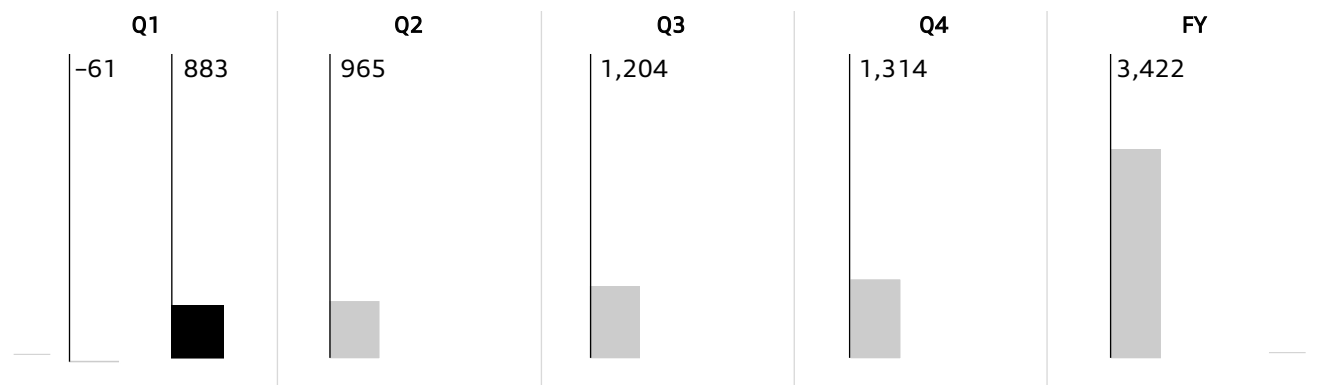
Cash flow from investing activities totaled **-€843m** (-6,057m). Last year's figure includes outflows from fixed-term deposits and an issued long-term loan to a Volkswagen Group company.

Cash flow from financing activities amounted to **-€2,806m** (€1,235m). It mainly contains the profit transfer to Volkswagen AG for 2025. The previous year was influenced by a capital contribution from a Volkswagen Group company.

The **net liquidity** of the Audi Group as of March 31, 2026, fell significantly to **€20,460m** (€22,847m as of December 31, 2025).

Net cash flow

in €m

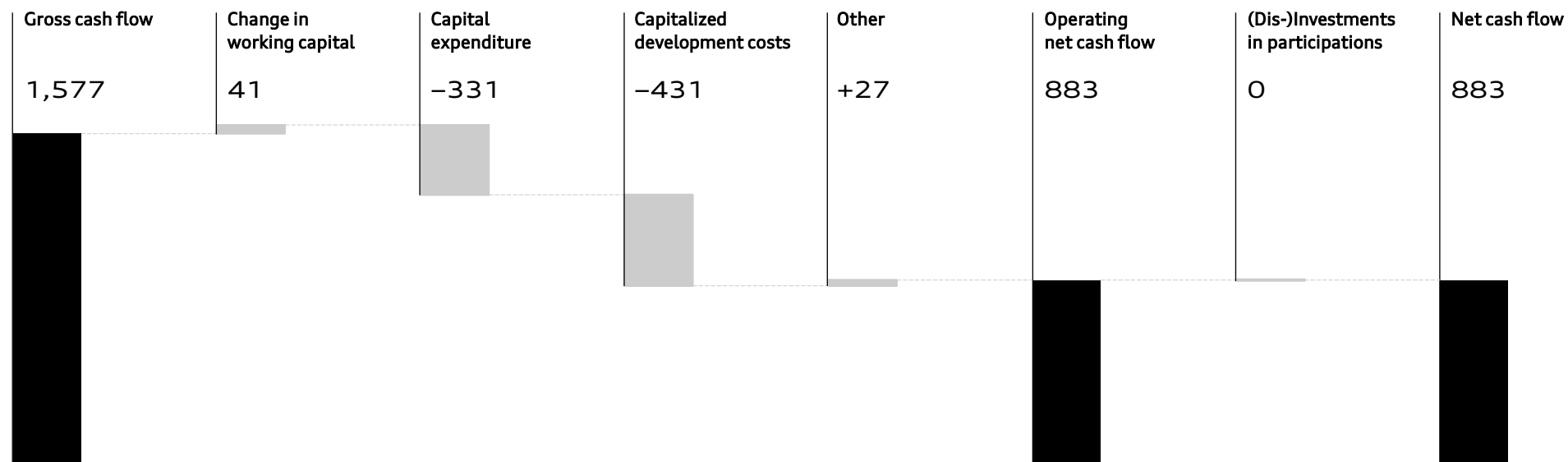


Net cash flow bridge

Net cash flow robust, supported by favorable working capital

Net cash flow bridge

in €m, 1-3/2026



The **gross cash flow** of €1,577m (1-3/2025: €1,679m) decreased noticeably driven by a lower profit before taxes and higher tax payments, partly offset by higher non-cash effects compared with the previous year.

Working capital had a slightly positive effect in the reporting period, mainly influenced by higher payables and lower receivables. In contrast, higher inventories as well as lower provisions had a negative effect.

Capital expenditure of the Audi Group contained investments in upcoming products and platforms.

Capitalized development costs reflect the current product development life cycle.

(Dis-)Investments in participations had no effect in the reporting period.

Investments: R&D and capex

Audi Group streamlines investments in upcoming models

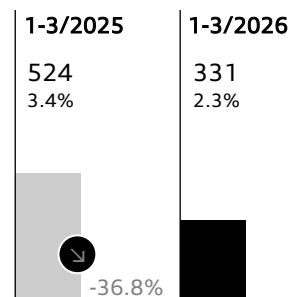
Research and development

in €m / in % of revenue

	1-3/2026	1-3/2025	Δ in %
R&D activities	1,033	1,062	-2.7
R&D ratio	7.3%	6.9%	0.4 ppt.
Capitalized R&D	449	453	-0.9
Capitalization ratio	43.5%	42.6%	0.9 ppt.
Amortization of capitalized R&D	362	410	-11.7
R&D expenditure	946	1,019	-7.2

Capital expenditure

in €m / in % of revenue



In the first quarter of 2026, the **R&D ratio** amounted to **7.3%** (6.9%) influenced by lower revenue. Research and development activities declined slightly.

The **capitalization rate** was **43.5%** (42.6%) and therefore at the previous year's level.

The lower R&D activities and the ratio reflect the current product life cycle of the model range.

Amortization of capitalized development costs decreased by 11.7%, also due to timing effects.

Overall, R&D expenditure was noticeably below the previous year's level.

Capex decreased to **€331m** (€524m) reflecting strong investment discipline and shifts within the financial year.

Capex include investments in upcoming products and platforms.

The **capex ratio** amounted to **2.3%** (3.4%).

In total, R&D activities and capex combined reached €1,364 (€1,586m), which led to an **investment ratio** of **9.6%** (10.3%).

Audi S6 Avant e-tron¹

¹ Audi S6 Avant e-tron: electric power consumption (combined): 17.4-16.4 kWh/100 km; CO₂ emissions (combined): 0 g/km; CO₂ class: A. For more information on WLTP, see page 22.

Guidance FY2026

Guidance remains unchanged despite challenging environment

Subject to the expected slight growth of the economy, the Audi Board of Management currently anticipates the following development in the key performance indicators for the 2026 fiscal year:

Deliveries of cars of the Brand Group Progressive to customers are expected to be between 1.65m and 1.75m vehicles.

Revenue should reach €63bn to €68bn.

The **operating return on sales** is foreseen to be in the corridor between 6 and 8%.

Net cash flow is expected to reach €3bn to €4bn. The **investment ratio**¹ should come in at between 11 and 13%.

The financial outlook is based on the tariff situation as of end-April, while potential impacts from further escalation in the Middle East cannot currently be reliably assessed and are therefore not included.

Besides, Audi continues to see risks in the increasing fragmentation of the global economy and protectionist tendencies, turbulence in the financial, energy and commodity markets and structural deficits in individual countries. Growth prospects are also weighed down by ongoing geopolitical tensions and conflicts; the Russia-Ukraine conflict and growing uncertainties in connection with the economic policy direction of the USA and the global increase in geoeconomic measures pose risks in particular, which could further exacerbate geopolitical tensions.

Guidance FY2026 Audi Group

	2025	2026 guidance
Deliveries to customers in cars	1.6m	between 1.65m and 1.75m
Revenue in €bn	65.5	between 63 and 68
Operating return on sales in %	5.1	between 6 and 8
Net cash flow in €bn	3.4	between 3 and 4
Investment ratio ¹ in %	11.5	between 11 and 13





Audi Q3 Sportback²

- ¹ The investment ratio describes research and development activities and capex as a proportion of revenue.
- ² Audi Q3 Sportback: fuel consumption (combined): 9.0–5.3 l/100 km; CO₂ emissions (combined): 205–138 g/km; CO₂ class (combined): G–E. For more information on WLTP, see page 22.

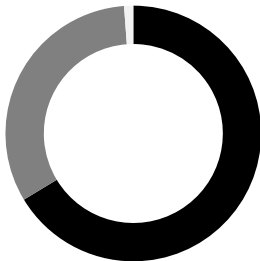
Overview

Brand Group Progressive performance by brand

Key performance indicators 1-3/2026

	Brand Group ¹	 Audi	 Bentley	 Lamborghini	 Ducati
Revenue in €m	14,178	12,711	462	863	203
Operating profit in €m	588	408	-26	200	7
ROS in % of revenue	4.2%	3.2%	-5.6%	23.1%	3.5%

Operating profit by brand

in % of total operating profit²

- Audi 66% (37%)
- Lamborghini 32% (46%)
- Bentley 0% (13%)
- Ducati 1% (3%)

The **Brand Group Progressive** in total recorded a higher profit in the first quarter of 2026 compared with the previous year.

Within the Brand Group, Lamborghini's operating profit remained at a high level.



¹ The sum of the individual brands does not equal the figure of the Brand Group Progressive due to consolidation effects.
² Negative results are not considered.

Audi

Audi brand supported by strict cost discipline despite lower sales, intense competition and US tariffs

Deliveries to customers¹

in units

	1-3/2026	1-3/2025	Δ in %
A0/A segment	147,076	143,274	2.7
B segment	134,133	132,133	1.5
C segment	77,479	104,979	-26.2
D segment	1,418	3,015	-53.0
Total	360,106	383,401	-6.1
BEV	42,029	46,371	-9.4

by region in % of total Audi deliveries to customers



- Europe 48% (43%)
- China incl. HK 35% (38%)
- USA 8% (11%)
- Other 8% (8%)

Financial highlights

Audi brand, in €m / in % of revenue

	1-3/2026	1-3/2025	Δ in %
Revenue	12,711	13,669	-7.0
Operating profit	408	200	103.4
ROS	3.2%	1.5%	1.7 ppt.

In the first three months of 2026, Audi delivered **360,106** (383,401) vehicles including locally produced vehicles by associated companies in China, a 6.1% year-on-year decrease.

The decline in deliveries is mainly based on a competitive market environment including US tariffs as well as model changeovers in the C segment.

BEV deliveries moderately decreased to **42,029** (46,371) units.

Revenue decreased by 7.0% to **€12,711m** (€13,669m) mainly driven by lower sales with negative product mix effects.

Operating profit increased by 103.4% to **€408m** (€200m) compared with the previous year, mainly due to lower expenses related to CO₂ provisions and strict cost discipline. In contrast, the lower sales volume, negative product mix effects, higher residual value risks and US tariffs were negative factors.

The **operating return on sales** was **3.2%** (1.5%).

Audi Q5 Sportback²

¹ Includes Audi models built locally by associated Chinese companies [FAW-Volkswagen Automotive Co., Ltd., Changchun (China), and SAIC Volkswagen Automotive Co., Ltd., Shanghai (China)], available and sold exclusively in China.

² Audi Q5 Sportback: fuel consumption (combined): 7.9–5.8 l/100 km; CO₂ emissions (combined): 179–148 g/km; CO₂ class (combined): G-E. For more information on WLTP, see page 22.

Other brands

Brand Group Progressive performance by other brands

Financial highlights

Bentley Group, in €m / in % of revenue



	1-3/2026	1-3/2025	Δ in %
Revenue	462	661	-30.2
Operating result	-26	71	X
ROS	-5.6%	10.7%	-16.3 ppt.

Revenue reached **€462m** (€661m) in Q1/2026, influenced by lower sales volume, in particular due to challenging market conditions in the USA and China.

Operating profit decreased significantly and came in at **-€26m** (€71m), mainly driven by lower volume, US tariffs and restructuring measures.

The **operating return on sales** was **-5.6%** (10.7%).

Financial highlights

Lamborghini Group, in €m / in % of revenue



	1-3/2026	1-3/2025	Δ in %
Revenue	863	895	-3.6
Operating profit	200	248	-19.5
ROS	23.1%	27.7%	-4.6 ppt.

In the first quarter of 2026, **revenue** decreased slightly to **€863m** (€895m) due to lower sales, partly compensated by positive effects from mix and personalization.

Operating profit decreased to **€200m** (€248m), influenced by lower revenue, negative FX effects, higher depreciation and US tariffs.

The corresponding **operating return on sales** remains strong at **23.1%** (27.7%).

Financial highlights

Ducati Group, in €m / in % of revenue



	1-3/2026	1-3/2025	Δ in %
Revenue	203	246	-17.6
Operating profit	7	15	-53.8
ROS	3.5%	6.3%	-2.8 ppt.

Revenue in the first three months of 2026 decreased to **€203m** (€246m) due to lower sales and a highly competitive market.

Operating profit fell by 53.8% to **€7m** (€15m), affected by lower revenue, negative mix effects as well as FX and US tariff impacts.

The **operating return on sales** reached **3.5%** (6.3%).





Overview

Anchoring Environmental, Social and Governance at the Audi Group

The 15 most material sustainability topics



E

Environmental

Climate change and energy efficiency

Reduction in environmental pollution

Water management

Biodiversity

Resource management and circular economy



S

Social

Corporate culture and equal opportunities

Responsibility in the supply chain

Fair working conditions and modern working forms

Occupational health and safety

Responsible digitalization

Vehicle safety

Corporate citizenship



G

Governance

Sustainable business development

Sustainable corporate governance

Compliance and integrity

The materiality analysis of AUDI AG

As a global company, AUDI AG operates in a complex environment – a continuous review of its own ESG and corporate goals is essential for success. It is important to the company to keep an eye on the opportunities and risks of its actions in order to strengthen its positive influences on the environment and society and to keep negative impacts on the company to a minimum.

Audi voluntarily publishes a report that combines financial and ESG aspects. The Audi Report is based on the European CSRD, specifically incorporating the key figures this requires, and addresses the material topics in accordance with the CSRD. The materiality analysis that Audi has been conducting for 12 years serves to determine these topics, since it creates transparency on relevant ESG topics in the context of sustainability.

In 2024, Audi introduced the concept of “double materiality,” as required by the CSRD. This principle requires companies to consider the materiality of sustainability topics from two perspectives.

The inside-out perspective (impact materiality) is used to determine the actual and potential positive and negative impacts of the company’s activities on various sustainability topics. The outside-in perspective (financial materiality) is used to determine the opportunities and risks that sustainability topics pose for the company’s financial performance.

Audi uses the double materiality analysis as a strategic tool. It makes a contribution to the regular review of objectives and the use of resources and therefore to the further development of the company. It provides an even better understanding of the interaction between economic success and sustainable action, thereby helping to mesh these two aspects more closely.

Audi identified a total of 15 topics (see diagram). More information on the materiality analysis can be found in the [Audi Report 2025](#).



Production sites

Volkswagen Group synergies enable global manufacturing footprint for the Brand Group Progressive

Audi

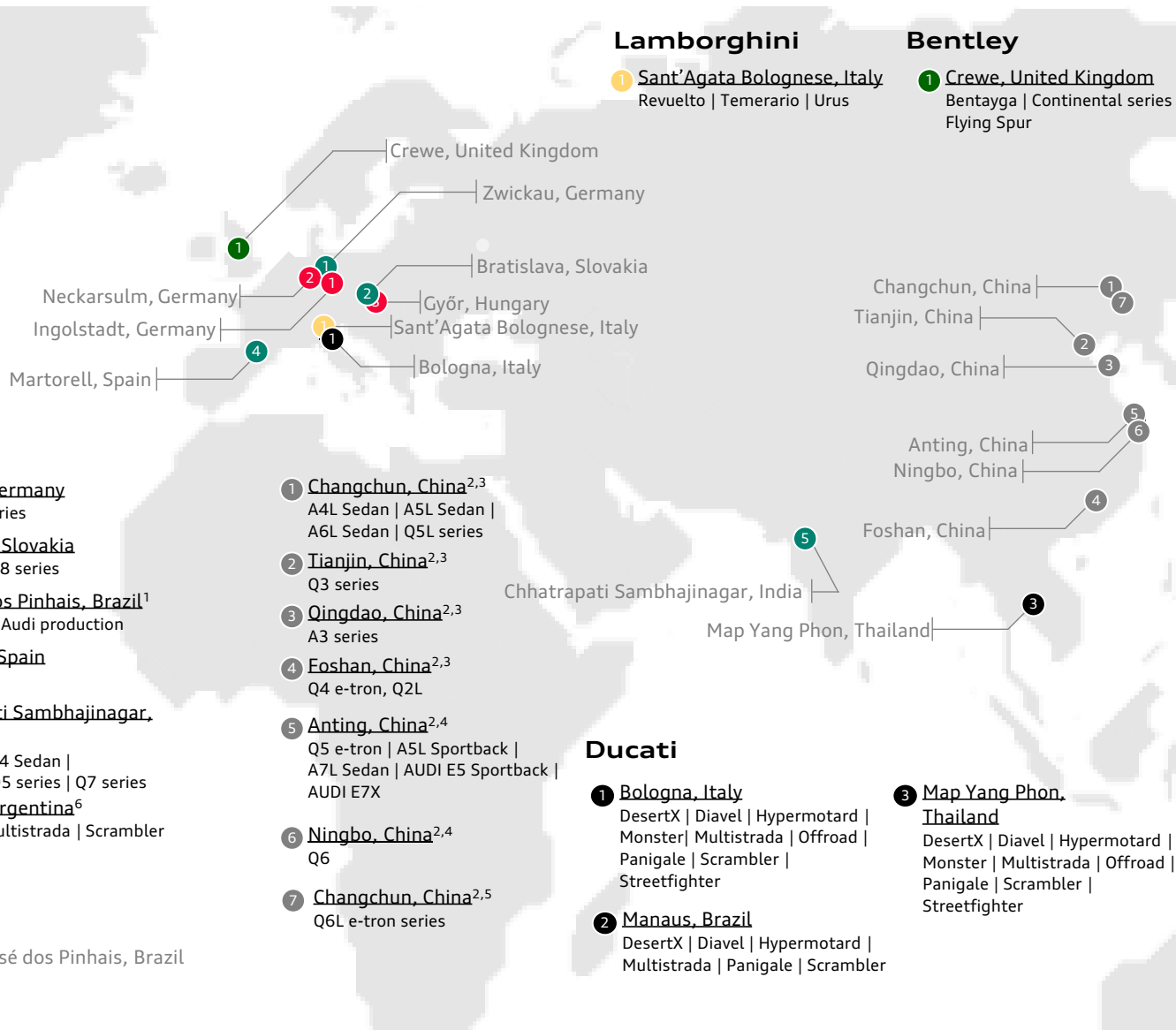
- 1 **Ingolstadt, Germany**
Q2 series | A3 series | Q6 e-tron series | A6 e-tron series
- 2 **Neckarsulm, Germany**
A5 series | A6 series | A8 series | e-tron GT
- 3 **Cyőr, Hungary**
Q3 series, Cupra Terramar
- 4 **San José Chiapa, Mexico**
Q5 series

Lamborghini

- 1 **Sant'Agata Bolognese, Italy**
Revuelto | Temerario | Urus

Bentley

- 1 **Crewe, United Kingdom**
Bentayga | Continental series | Flying Spur



- 1 **Zwickau, Germany**
Q4 e-tron series
- 2 **Bratislava, Slovakia**
Q7 series | Q8 series
- 3 **São José dos Pinhais, Brazil**¹
currently no Audi production
- 4 **Martorell, Spain**
A1 series
- 5 **Chhatrapati Sambhajnagar, India**¹
Q3 series | A4 Sedan | A6 Sedan | Q5 series | Q7 series
- 6 **Córdoba, Argentina**⁶
Desert X | Multistrada | Scrambler

- 1 **Changchun, China**^{2,3}
A4L Sedan | A5L Sedan | A6L Sedan | Q5L series
- 2 **Tianjin, China**^{2,3}
Q3 series
- 3 **Qingdao, China**^{2,3}
A3 series
- 4 **Foshan, China**^{2,3}
Q4 e-tron, Q2L
- 5 **Anting, China**^{2,4}
Q5 e-tron | A5L Sportback | A7L Sedan | AUDI E5 Sportback | AUDI E7X
- 6 **Ningbo, China**^{2,4}
Q6
- 7 **Changchun, China**^{2,5}
Q6L e-tron series

Ducati

- 1 **Bologna, Italy**
DesertX | Diavel | Hypermotard | Monster | Multistrada | Offroad | Panigale | Scrambler | Streetfighter
- 2 **Manaus, Brazil**
DesertX | Diavel | Hypermotard | Multistrada | Panigale | Scrambler
- 3 **Map Yang Phon, Thailand**
DesertX | Diavel | Hypermotard | Monster | Multistrada | Offroad | Panigale | Scrambler | Streetfighter

- 1 **Changchun, China**
- 2 **Tianjin, China**
- 3 **Qingdao, China**
- 4 **Foshan, China**
- 5 **Anting, China**
- 6 **Ningbo, China**
- 7 **Changchun, China**

- 1 Production of semi-knocked-down (SKD) vehicles: vehicles are fully assembled, then partly disassembled for transport, final assembly is performed in accordance with Audi quality standards.
- 2 Production of completely knocked-down (CKD) vehicles: parts kits are produced at foreign sites for transport to China. Final assembly is completed at joint venture sites.
- 3 Associated company site of FAW-Volkswagen Automotive Co., Ltd.
- 4 Associated company site of SAIC Volkswagen Automotive Co., Ltd.
- 5 Associated company site of Audi FAW NEV Company, Ltd.
- 6 Production of completely knocked-down (CKD) motorcycles.

- Production site of Audi
- Production site of VW Group
- Production site of Lamborghini
- Production site of Bentley
- Production site of Ducati
- Associated company site in China

Manaus, Brazil | 2

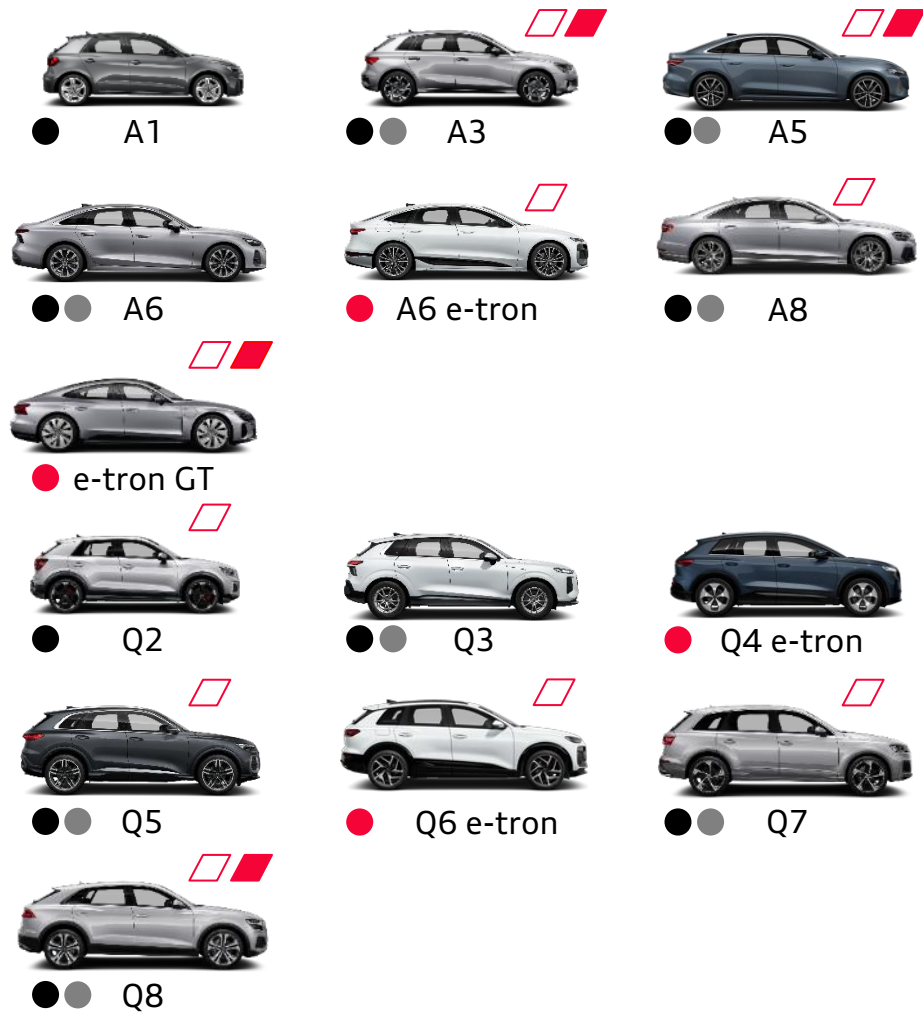
São José dos Pinhais, Brazil | 3

Córdoba, Argentina | 6

Product portfolio

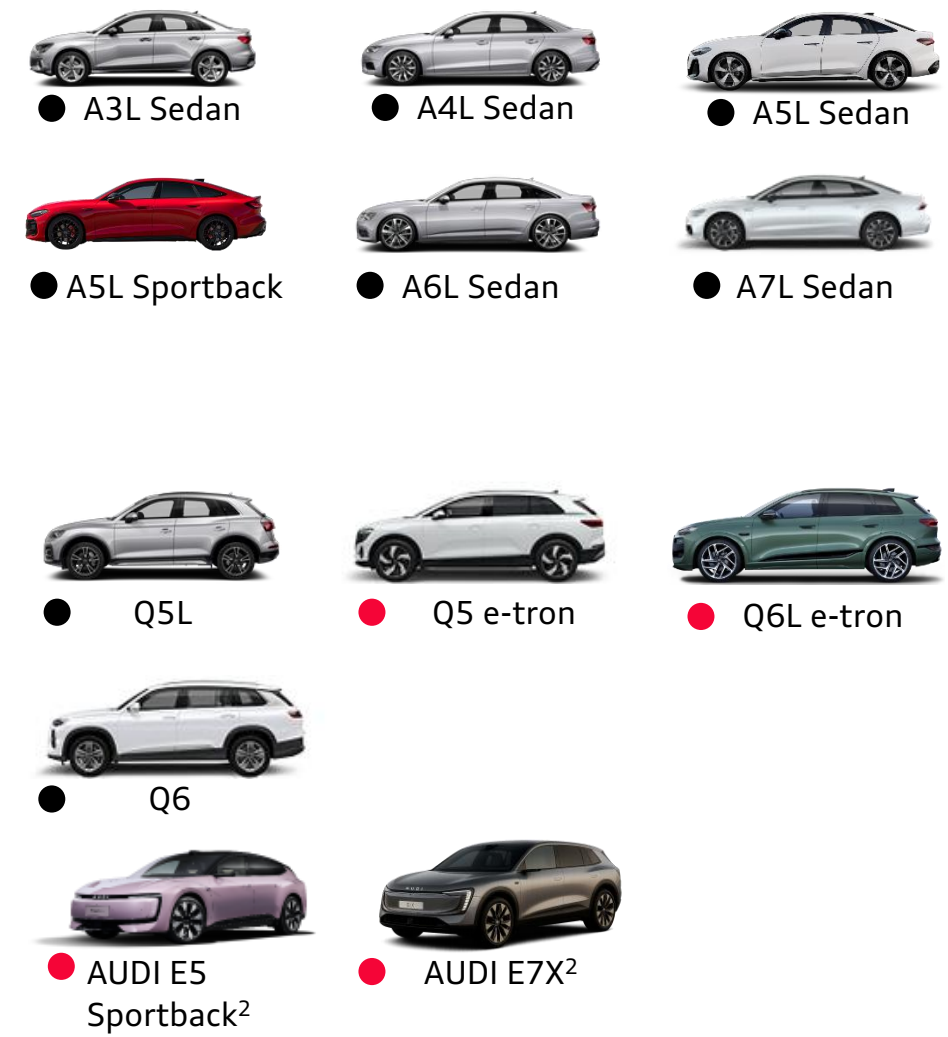
Audi, Bentley, Lamborghini and Ducati cover a broad portfolio

Audi¹



Audi

models exclusively offered on the Chinese market



- BEV
- PHEV
- ICE
- S model
- ▨ Audi Sport/RS model

1 All consumption and emissions figures available [online](#).
 2 Developed in the strategic partnership between Audi and its Chinese partner SAIC.

Product portfolio

Audi, Bentley, Lamborghini and Ducati cover a broad portfolio

Lamborghini¹

excluding limited series



Urus



Temerario



Revuelto

Bentley²

excluding limited series



Bentayga



Continental GT



Flying Spur

Ducati

excluding limited series



DesertX



XDiavel



Diavel



Hypermotard



Monster



Multistrada



Panigale



Superleggera



Scrambler



Streetfighter



Offroad

- BEV
- PHEV
- ICE

1 All consumption and emissions figures available [online](#).

2 All consumption and emissions figures available [online](#).



Q2 2026

July 27, 2026



Q3 2026

October 30, 2026

Audi Concept C: The vehicle shown here is a concept vehicle that is not available as a series-production vehicle.

Disclaimer

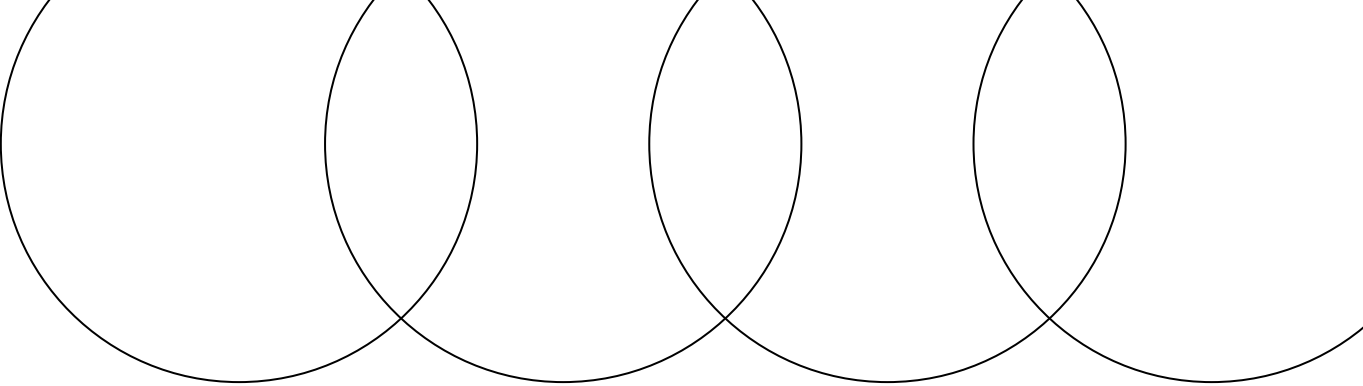
The following presentations as well as remarks/comments and explanations in this context contain forward-looking statements on the business development of the Audi Group. These statements are based on assumptions relating to the development of the economic, political and legal environment in individual countries, economic regions and markets, and in particular for the automotive industry, 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. The estimates given entail a degree of risk, and actual developments may differ from those forecast.

All figures are rounded, so minor discrepancies may arise from addition of these amounts.

Any changes in significant parameters relating to our key sales markets, or any significant shifts in exchange rates, energy and other commodities or the supply with parts relevant to the Audi Group will have a corresponding effect on the development of our business. In addition, there may also be departures from our expected business development if the assessments of the factors influencing sustainable value enhancement and of risks and opportunities presented develop in a way other than we are currently expecting, or if additional risks and opportunities or other factors emerge that affect the development of our business.

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.



The figures for fuel consumption, power consumption, CO₂ emissions and electric range were determined in accordance with the legally required “Worldwide Harmonized Light Vehicles Test Procedure” (WLTP) in accordance with Regulation (EC) 715/2007. Additional equipment and accessories (add-on parts, tire format, etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and, along with weather and traffic conditions as well as individual driving behavior, influence the fuel consumption, power consumption, CO₂ emissions, electric range and driving performance values of a vehicle. For more information on WLTP, see www.audi.de/wltp.