



Anton Habermeier

Head of Brand Press Shop

Anton Habermeier was born in Ingolstadt in 1966.

After completing a degree program in precision engineering and business engineering at the Munich University of Applied Sciences, he joined AUDI AG in 1994 as a planner in the toolmaking shop in Ingolstadt. In 1998, Habermeier assumed responsibility for a range of project management tasks in the pilot hall there and, a year later, was appointed group leader in the pilot hall in Neckarsulm.

After returning to Ingolstadt, he evolved into a management position in 2002 and was responsible for mechanical engineering and measurement technology in the toolmaking shop. Habermeier played a key role here in driving forward restructuring, investment and digitalization.

Between 2007 and 2015, he assumed a number of management roles in Plant/Equipment Construction in Neckarsulm and Ingolstadt. He and his team also helped to build the body shop equipment at all the Audi production locations and in the joint ventures in China, subjected them to the necessary qualification procedures and launched new manufacturing concepts in series production.

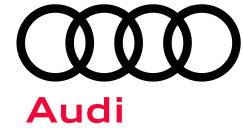
In 2015, he became head of the Tooling business unit at AUDI HUNGARIA Zrt. and, shortly after, head of the press shop. Habermeier was most recently responsible for coordinating the expansion of not only expertise in the field of toolmaking and plant engineering but also – and above all – the exclusive series and its structural enhancement. His sphere of responsibility also encompassed the ramp-ups of the Audi e-tron GT*, Lamborghini Urus* and latest-generation Audi RS 6* and Audi RS 7*.

In May 2021, Anton Habermeier was appointed head of the brand press shop and so became responsible for all of Audi's press shops worldwide.

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

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

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Fuel consumption of the models named above

Information on fuel/electricity consumption and CO₂ emissions in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.

Audi e-tron GT

Combined electric power consumption in kWh/100 km (62.1 mi): 21.8–19.9 (WLTP);
19.6–18.8 (NEDC); combined CO₂ emissions in g/km (g/mi): 0 (0)

Audi RS 6

Combined fuel consumption in l/100 km: 11.6–11.5 (20.3–20.5 US mpg);
combined CO₂ emissions in g/km: 265–263 (426.5–423.3 g/mi)

Audi RS 7

Combined fuel consumption in l/100 km: 11.6–11.5 (20.3–20.5 US mpg);
combined CO₂ emissions in g/km: 265–263 (426.5–423.3 g/mi)

Lamborghini Urus

Combined fuel consumption in l/100 km: 12.7 (18.5 US mpg) (WLTP);
combined CO₂ emissions in g/km: 325 (523.0 g/mi) (WLTP)

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

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

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the "Guide on the fuel economy, CO₂ emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).