Audi CEO Duesmann at Berlin climate conference: accelerated transition to e-mobility

- **Starting in 2026, Audi will only launch new all-electric models on the global market**
- **Audi will phase out production of the last internal combustion engines by 2033**
- **Audi CEO Duesmann at Climate Neutrality Foundation conference: "Audi is ready to make its decisive and powerful move into the electric age."**

Ingolstadt, June 22, 2021 – Production of Audi's final completely newly developed combustion engine model will start in just four years. And beginning in 2026, the premium brand will only release new models onto the global market that are powered purely by electricity. As part of its strategic realignment, the company is accelerating the transition to e-mobility. The manufacturer will be gradually phasing out the production of internal combustion engines until 2033. Audi aims to achieve net-zero emissions by 2050 at the latest.

"Through our innovative strength, we offer individuals sustainable and carbon-neutral mobility options," Duesmann continued. "I don't believe in the success of bans. I believe in the success of technology and innovation." The exact timing of the combustion engine's discontinuation at Audi will ultimately be decided by customers and legislation. The company expects to see continued demand in China beyond 2033, which is why there could be a supply of vehicles there with combustion engines manufactured locally. At the same time, Audi will significantly expand its range of all-electric models. With the new e-tron GT*, RS e-tron GT*, Q4 e-tron*, and Q4 Sportback e-tron* models, Audi is already launching more electric cars than models with combustion engines this year. By 2025, the brand aims to have more than 20 e-models in its lineup. "With this roadmap, we are creating the clarity necessary to make a decisive and powerful transition to the electric age. We're sending the signal that Audi is ready," said Duesmann.

The expansion of a widespread charging infrastructure and renewable energy sources is also crucial for the ramp-up of e-mobility and its acceptance by society. Audi is actively involved in both areas. For example, just a few weeks ago the company from Ingolstadt unveiled the Audi charging hub pilot project as its own premium charging solution with a reservation system and lounge. On top of that, the carmaker has partnered with energy suppliers to promote the expansion of renewable energy sources.

*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.

Audi will also be investing all its efforts in the development of the combustion engine right up to its final discontinuation, further improving existing generations to achieve greater efficiency with major customer benefits. As such, one thing is for sure: “Audi’s last internal combustion engine will be the best we've ever built,” Duesmann said.

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The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 19 locations in 12 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy), and Ducati Motor Holding S.p.A. (Bologna/Italy).

In 2020, the Audi Group delivered to customers about 1.693 million automobiles of the Audi brand, 7,430 sports cars of the Lamborghini brand and 48,042 motorcycles of the Ducati brand. In the 2020 fiscal year, AUDI AG achieved total revenue of €50.0 billion and an operating profit before special items of €2.7 billion. At present, 87,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.

Fuel consumption of the models named above
Information on fuel/electricity consumption and CO_2 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 quattro:
Combined electric power consumption in kWh/100 km (62.1 mi): 19.6–18.8 (NEDC), 21.6–19.9 (WLTP); combined CO2 emissions in g/km (g/mi): 0

Audi RS e-tron GT
Combined electric power consumption in kWh/100 km (62.1 mi)*: 20.2–19.3 (NEDC), 22.5–20.6 (WLTP); combined CO_2 emissions in g/km (g/mi)*: 0

Audi Q4 50 e-tron quattro:
Combined electric power consumption in kWh/100 km (62.1 mi): 20.0 –17.9 (WLTP); 17.8 – 16.5 (NEDC); Combined CO_2 emissions in g/km: 0

Audi Q4 Sportback 50 e-tron quattro:
Combined electric power consumption in kWh/100 km (62.1 mi): 20.9 –17.6 (WLTP); 17.9 – 16.4 (NEDC); Combined CO_2 emissions in g/km: 0

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).