



Interim Financial Report 2012

January 1 to June 30, 2012

Audi Group Key Figures

		1-6/2012	1-6/2011	Change in %
Production ¹⁾	Cars	777,237	661,129	17.6
	Engines	1,039,527	938,938	10.7
Deliveries to customers ¹⁾	Cars	833,527	769,562	8.3
Audi brand ¹⁾	Cars	733,237	652,892	12.3
Germany	Cars	134,173	125,091	7.3
Outside Germany ¹⁾	Cars	599,064	527,801	13.5
Lamborghini brand	Cars	1,109	674	64.5
Other Volkswagen Group brands	Cars	99,181	115,996	- 14.5
Workforce	Average	65,812	61,732	6.6
Revenue	EUR million	25,022	21,526	16.2
Operating profit	EUR million	2,876	2,540	13.2
Profit before tax	EUR million	3,192	2,350	35.8
Profit after tax	EUR million	2,265	1,688	34.1
Operating return on sales	Percent	11.5	11.8	
Return on sales before tax	Percent	12.8	10.9	
Total capital investments	EUR million	4,194	1,006	316.9
Capitalized development costs	EUR million	432	251	72.6
Depreciation and amortization	EUR million	918	888	3.5
Cash flow form operating activities	EUR million	3,241	2,933	10.5
		June 30, 2012	Dec. 31, 2011	
Balance sheet total	EUR million	39,046	37,019	5.5
Equity ratio	Percent	41.6	34.9	

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

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

*Dear Readers ,
Dear Shareholders ,*

When the 24 Hours of Le Mans began for the 80th time on the afternoon of June 16, 2012, the pulse rate of our entire company leaped. For one whole night and one whole day, four Audi lightweight racing cars sought to outpace an international field of competitors in the classic endurance race. Two of them were fitted with a new and very special drive unit: a diesel hybrid with flywheel system rotating at up to 45,000 rpm. It captures brake energy and then makes it available for boosting acceleration when it really matters. After 5,151 kilometers, 378 laps and precisely 24 hours, the R18 e-tron quattro piloted by André Lotterer from Germany, Marcel Fässler from Switzerland and Benoît Tréluyer from France was triumphant. Scarcely had the checkered flag been lowered than motoring journalists began to speculate whether Audi's achievement in capturing all three podium places was down to the new technology or the drivers. As so often, the truth lies somewhere in between. The perfect interplay between man and machine is what makes all the difference: Quick cockpit changes, tactics, skillful driving, using just the right amount of acceleration and braking, lightweight construction taken to the extreme, innovation, and above all sporting ambitions and team spirit were the key to Audi's 11th success in 13 starts at Le Mans.

The idea of capturing the energy used to brake before a bend in order to make the most of the next straight is an apt image with which to open this Interim Financial Report of AUDI AG. There is something compelling in the comparison between the current economic situation and a winding road. The protracted uncertainty on financial markets, driven by sovereign debt crises, is clearly causing many consumers to hold back from making major purchases. Yet as our metaphor tells us, after the next bend there awaits the next straight. Even if in global terms the economic recovery slowed down in the course of the first half of the year, we can still expect further growth for car markets worldwide in 2012. Following on from various record-breaking months in the Chinese market with growth rates in excess of 40 percent in some cases, we feel confident that we can now handle a phase of normalization. The fact that the economy is losing momentum in China also means it is coming down to a healthy level from one that was at risk of overheating. Normal business is also resuming in Japan, though in the opposite sense, because the consequences of the natural disaster are being swiftly overcome and the economy is getting back on track. The United States experienced moderate growth in the first half of the year.





A flying finish: In 2012 the Audi R18 e-tron quattro became the first hybrid racing car to win the legendary 24 Hours of Le Mans. It symbolizes the high-performance organization behind the brand with the four rings – innovative, flexible and ambitious.

In Europe, Germany is playing a key stabilizing role, while the sovereign debt crises and economic recessions in the Southern European countries of Greece, Spain, Portugal and Italy are undermining the euro and unsettling the markets. Meanwhile, the oil price and a wide range of commodity prices have slackened off. At the same time, the weak euro is helping export-oriented companies by making the prices of their products more competitive.

The Board of Management and Supervisory Board reached an important decision on the strategic expansion of the Audi Group in April 2012 with the move to buy the traditional motorcycle brand Ducati. The Italian manufacturer is the embodiment of sporty premium motorcycles and is among the most successful players on the market. Following the approval of the antitrust authorities in July, the transaction has now been completed.

With the three brands Audi, Lamborghini and Ducati, our Group has given itself a clear profile and embodies sportiness, innovation and a consistent premium philosophy.

The Audi Group is able to act from a position of strength and has also made various personnel changes to prepare it for the challenges of this decade, as part of a wide-ranging reshuffle within the Volkswagen Group. From September 1, Wolfgang Dürheimer (Technical Development), Dr. Bernd Martens (Procurement) and Luca de Meo (Marketing and Sales) will be joining Audi. I would like to take this opportunity to thank those

colleagues leaving the Board of Management – Michael Dick, Ulf Berkenhagen and Peter Schwarzenbauer – for their outstanding work. All three have contributed hugely towards the overall success of Audi.

The first half of the year saw the Audi brand deliver over 733,000 cars to customers worldwide – an increase of 12.3 percent. This performance makes us sufficiently confident to target an annual total in excess of 1.4 million units. The Audi A6 and the SUV models Audi Q3 and Audi Q5 put in a particularly strong performance over the first six months. We are also expecting the new Audi A3 to lift growth once it goes on sale in the late summer. The Lamborghini brand delivered 1,109 automobiles from January through June, an increase of 64.5 percent. Ducati's market performance will only be attributed to the Audi Group in the second half of the year.

The growing model range continues to fuel demand for production and logistics capacity in and around our Ingolstadt production site. A production line for form-hardened body components is currently being set up on a 40-hectare site near Münchsmünster. It will be followed by a press shop and an aluminum pressure die-casting foundry. A 47-hectare driving and presentation ground is taking shape near Neuburg an der Donau, where we will be able to stage various motorsport activities at one site and give customers an opportunity to try out our products. We are also massively upgrading Audi's second German location, Neckarsulm: A new two-story body shop is due for completion there in 2014.



By 2013, the existing automotive assembly line at Győr, Hungary – home to a long-established engine production plant – will be transformed into a full-fledged car plant with press shop, body shop, paint shop and a capacity of 125,000 cars per year. Audi has become the largest employer in Győr, and one of its most attractive. Directly and indirectly, 15,000 people benefit from the four rings' industrial presence in northwest Hungary.

The worldwide Audi manufacturing network is also growing rapidly in China and North America: Following on from the expansion of production capacity of our existing plant in Changchun to 300,000 units through the FAW-VW joint venture, the network will now be further boosted with a new plant in Foshan, South China. The plant in Foshan will be able to build up to 200,000 units of a new member of the Audi A3 family. And we are building a new Audi plant in Mexico, too. At an investment cost of around one billion euros, we are thus also reinforcing our third key region in the world market and helping to take the internationalization of our brand forward. We plan to build up to 150,000 of the Audi Q5 there annually from 2016.

How our customers and the public see us is more important than how we see ourselves. As you browse through this report, you will notice references to a variety of national and international awards. In the first half of the year alone, we won prestigious awards such as "Germany's Most Popular Car," "Best Cars of 2012" and "Yellow Angel."

Audi is a high-performance organization. We at Audi have the ambition always to give our best. At the end of June the R8 e-tron completed a lap of the Nürburgring North Loop, the toughest test track in the world and over 20 kilometers long, in a world record of eight minutes and nine seconds. With this model we are demonstrating how sports-style mobility and efficiency can be combined in spectacular style. The R8 e-tron will be appearing on our roads in late 2012 in a small series. The new record set on the Nürburgring demonstrates how dynamic both this model and our entire company are.

To return to the image that I used earlier on, knowing when to speed up and when to apply the brakes is an integral part of both motorsport and our business life in general. What really matters in an endurance race is your average speed. In Audi's case, it is truly impressive.

Kind regards

R. Stadler

Interim Management Report of the Audi Group from January 1 to June 30, 2012

BUSINESS AND UNDERLYING SITUATION

GLOBAL ECONOMY

The global economy continued to grow in the first half of 2012, but with less vigor than in 2011 as a whole. While the overall economic development of industrial nations was subdued, most emerging economies achieved relatively robust growth rates. The weaker pace of growth in the world economy and the recent easing of raw material prices served to reduce inflationary pressures in many countries.

In Western Europe, the economy experienced mixed fortunes in the first half of 2012 and on the whole continued to deteriorate. Recessionary tendencies were increased above all in southern EU countries. The failure to resolve the sovereign debt crisis in various member states resulted in high levels of economic uncertainty in the eurozone. On the other hand, the German economy performed better than had been expected as recently as at the end of 2011. Growth exceeded the European average in spite of shrinking export demand, and the situation on the German labor market remained positive. Economic development in Central and Eastern European countries slowed because exports in particular were hampered by the continuing weakness of the eurozone.

Underpinned by the U.S. Federal Reserve's still decidedly expansionary monetary policy, the United States maintained its moderate course of growth. With the state of the U.S. labor market improving only marginally, consumer spending provided merely a below-par stimulus for the economy. Economic development in Latin America, especially Brazil and Argentina, was much more restrained than last year.

The Chinese economy, too, achieved a slower growth rate in the first half of the year, though it was still in the high single figures. The Japanese economy continued to recover thanks to accelerating consumer spending as well as rising investment and public expenditure. The trend was driven mainly by catch-up effects following the natural disaster in spring 2011.

CAR MARKETS

Sales of automobiles worldwide continued to display a steady upward trend in the first half of 2012. All sales regions apart from Western Europe experienced higher demand than in the corresponding prior-year period, with the car markets of Central and Eastern Europe, North America and the Asia-Pacific region even achieving double-digit growth.

With registrations of new cars reaching 1.6 million, the German car market showed a slight improvement on the previous year. Elsewhere in Western Europe, the economic setbacks experienced by individual EU countries adversely affected demand for cars. Southern European markets and the French market were well down on the prior-year period. By contrast, the car market in Central and Eastern Europe remained dynamic. Having already posted high growth in 2011, the Russian market again delivered double-digit growth in the period up to the end of June, with 1.3 million new cars registered.

New registrations in the United States were also up. Bolstered by sustained high replacement demand, sales reached 7.3 million cars and light commercial vehicles, an increase of 14.8 percent on the prior-year level.

Sales of automobiles in Latin America bettered the previous year's high figure. This included slight growth in new registrations in the Brazilian car market.

The Asia-Pacific region was again the main driver of growth for the global car market in the first six months of 2012. China was the region's dominant national market, growing to 6.4 million newly registered cars. Nevertheless, its growth rate of 8.4 percent marked a fall compared with the previous year's 11.9 percent.

The Japanese car market was able to recover from the impact of the natural disaster in 2011. On top of the backlog of demand, state subsidies for environmentally friendly vehicles fueled a 56.6 percent growth in new registrations to a total of 2.5 million vehicles.

Audi Q5



PRODUCTION

Thanks to the positive overall trend in demand, the Audi Group increased vehicle production to the new record total of 777,237 (661,129) cars in the first half of 2012. This figure includes 166,327 (122,374) Audi vehicles made by the Chinese joint venture FAW-Volkswagen Automotive Company, Ltd., Changchun (China). In total, 776,035 (660,442) models of the Audi premium brand and 1,202 (687) supercars of the Lamborghini brand were built.

VEHICLE PRODUCTION BY MODEL¹⁾

	1-6/2012	1-6/2011
Audi A1	27,881	63,427
Audi A1 Sportback	40,780	91
Audi A3	11,575	14,869
Audi A3 Sportback	72,538	74,933
Audi A3 Cabriolet	5,962	8,523
Audi Q3	52,985	380
Audi TT Coupé	10,042	11,320
Audi TT Roadster	3,479	4,190
Audi A4 Sedan ²⁾	111,434	100,702
Audi A4 Avant	48,404	52,600
Audi A4 allroad quattro	7,420	6,112
Audi A5 Sportback	29,178	28,271
Audi A5 Coupé	17,987	18,770
Audi A5 Cabriolet	13,559	13,647
Audi Q5 ²⁾	102,917	88,761
Audi A6 Sedan ²⁾	112,469	86,574
Audi A6 Avant	33,750	19,588
Audi A6 allroad quattro	3,012	2,721
Audi A7 Sportback	18,114	17,997
Audi Q7	30,055	26,380
Audi A8	21,287	18,762
Audi R8 Coupé	673	899
Audi R8 Spyder	534	925
Total, Audi brand	776,035	660,442
Lamborghini Gallardo	719	652
Lamborghini Aventador	483	35
Total, Lamborghini brand	1,202	687
Total, Group²⁾	777,237	661,129

¹⁾ The figures for the prior-year period have been marginally adjusted.

²⁾ Incl. vehicles built in China by the joint venture FAW-Volkswagen Automotive Company, Ltd.

At the Ingolstadt plant, AUDI AG built 287,011 (293,762) vehicles in the first half of the year. In Neckarsulm, vehicle production reached a volume of 146,420 (127,596) cars in the period under review. In addition to these totals, the two German sites made 3,018 (1,890) parts sets for CKD assembly in Aurangabad (India).

In Győr (Hungary), AUDI HUNGARIA MOTOR Kft. built a total of 21,569 (24,542) cars between January and June of this year. It also manufactured 13,521 (15,510) units of the TT car line as well as 8,048 (9,032) Audi A3 models on behalf of AUDI AG. The first half of 2012 saw the Hungarian company celebrating the topping-out ceremony for the new automotive plant, where a new model of the A3 car line will be built from 2013.

AUDI BRUSSELS S.A./N.V., Brussels (Belgium), produced 68,661 (63,518) vehicles of the A1 car line in the period under review.

The Volkswagen Group locations in Bratislava (Slovakia) and Martorell (Spain) built 30,055 (26,380) units of the Audi Q7 and 52,974 (380) of the Audi Q3 respectively in the first six months. In addition, the Chinese joint venture FAW-Volkswagen Automotive Company, Ltd. built a total of 166,327 (122,374) Audi A4L, A6L and Q5 models.

ENGINE PRODUCTION

	1-6/2012	1-6/2011
Audi Group	1,039,527	938,938
of which AUDI HUNGARIA MOTOR Kft.	1,039,026	938,903
of which Automobili Lamborghini S.p.A.	501	35

Engine production, too, was stepped up again in the first half of 2012. The Audi Group manufactured a total of 1,039,527 (938,938) power units, bettering the previous year's figure by 10.7 percent.

The Audi Group will also continue to expand its production structures in the future. In the first half of 2012, the Board of Management and Supervisory Board resolved to build the Audi Q5 at the Company's own plant in Mexico from 2016.

DELIVERIES

The Audi Group delivered 833,527 (769,562) vehicles to customers worldwide in the first half of 2012. The Audi core brand increased the volume of deliveries by 12.3 percent to the new record of 733,237 (652,892) automobiles.

In the home market of Germany, 134,173 (125,091) vehicles of the Audi brand were delivered from January through June 2012 – an increase of 7.3 percent. In Western European export markets, the Company almost equaled the previous year's record total in delivering 230,456 (235,346) cars at a time when a number of these markets were contracting sharply.



The Audi brand was thus unable to entirely avoid the effects of the sharp downturns in the Italian and Spanish markets that were especially badly hit by the sovereign debt crisis. However, demand for Audi brand vehicles in the important UK and French export markets was up on 2011.

The Company was able to operate highly successfully in the U.S. market, increasing its deliveries by 16.5 percent to 65,158 (55,909) vehicles.

Its development in the Asia-Pacific region, too, was extremely positive. The Company upped its delivery volume by 33.8 percent in this region, to 229,035 (171,124) cars. The most notable driver of growth was the Chinese market (incl. Hong Kong), where the Audi brand succeeded in increasing its deliveries by 37.8 percent to 193,871 (140,699) units.

Alongside higher demand for cars in many sales regions, the Audi brand benefited from having a highly attractive product range in the period under review.

The new models of the A6 car line in particular clearly lifted demand. The first half saw the overall volume of deliveries of this popular full-size car line increase by 35.8 percent, taking it to 140,927 (103,799) units. In addition, the Q3 premium compact SUV that appeared on the market in fall 2011 was a great market success with 42,051 units delivered. A large number of customers again opted for the Audi Q5. A total of 100,179 (85,661) units of this model were handed over to customers by the end of June. Moreover, the popularity of the Audi A7 Sportback continued to grow. With 17,031 (15,365) cars delivered, the five-door coupe showed a 10.8 percent improvement on the prior-year period.

DELIVERIES TO CUSTOMERS BY MODEL ¹⁾

	1-6/2012	1-6/2011
Audi A1	39,946	63,106
Audi A1 Sportback	24,467	-
Audi A3	12,802	15,799
Audi A3 Sportback	72,683	75,105
Audi A3 Cabriolet	5,666	7,312
Audi Q3	42,051	274
Audi TT Coupé	9,002	11,475
Audi TT Roadster	3,229	4,122
Audi A4 Sedan	109,625	102,639
Audi A4 Avant	45,855	54,621
Audi A4 allroad quattro	5,172	5,910
Audi A5 Sportback	28,571	28,074
Audi A5 Coupé	18,060	19,758
Audi A5 Cabriolet	12,128	13,387
Audi Q5	100,179	85,661
Audi A6 Sedan	105,866	80,659
Audi A6 Avant	33,674	20,566
Audi A6 allroad quattro	1,387	2,574
Audi A7 Sportback	17,031	15,365
Audi Q7	25,559	27,936
Audi A8	18,772	16,722
Audi R8 Coupé	819	864
Audi R8 Spyder	693	963
Total, Audi brand	733,237	652,892
Lamborghini Gallardo	618	646
Lamborghini Murciélago	-	7
Lamborghini Aventador	491	21
Total, Lamborghini brand	1,109	674
Other Volkswagen Group brands	99,181	115,996
Total, Group	833,527	769,562

¹⁾ The figures for the prior-year period have been marginally adjusted.

Audi TT RS plus Coupé



ADDITIONS TO THE PRODUCT RANGE

The Audi Group pressed ahead systematically with rejuvenating and expanding its product range in the first half of 2012.

For example, at the start of the year the improved models of the A4 car line were launched with an extensive selection of powerful and efficient TDI and TFSI engines. Their fuel efficiency showed an average improvement of 11 percent, even though many of these engines deliver more power. Other attractive features of the A4 Sedan, A4 Avant, A4 allroad quattro and S4 models include most notably an array of innovative solutions for drivetrain, chassis and infotainment.

In February 2012, the A1 Sportback was added to the A1 family. The compact five-door model provides more headroom in the rear and more convenient access; it comes with four seats as standard, with a fifth available as an option. All versions of the A1 Sportback achieve good fuel economy thanks to innovative efficiency technologies such as energy recovery, the start-stop system and thermal management. In June 2012, the Audi brand launched the A1 quattro, available in a limited edition of 333. This exclusive top model generates 188 kW (256 hp), taking it from 0 to 100 km/h in just 5.7 seconds and on to a top speed of 245 km/h.

The Audi brand's portfolio of hybrid models was extended with the A6 hybrid full-size sedan and the A8 hybrid luxury-class sedan during the period under review. Both models have a 2.0 TFSI engine and an electric motor with a combined system output of 180 kW (245 hp), and can run on just the combustion engine, just the electric motor or in the hybrid mode. Further attractive models were added to the A6 car line in the first six months of 2012. The new A6 allroad quattro, which blends outstanding power with impressive efficiency, has been on the market since May 2012. This versatile vehicle's fuel economy is as much as 20 percent better than that of the previous model. The new Audi A6L, built in Changchun, started arriving at dealers in China in April 2012. The representative business sedan delights customers in particular with its extensive range of assistance and multimedia systems, and its luxury equipment.

The TTRS plus Coupé and TTRS plus Roadster, with 2.5 TFSI engines tuned up to 265 kW (360 hp), arrived in April 2012 as the sporty top models in the TT car line.

The RS5 Coupé, which also came onto the market in April 2012, is an impressively high-performance model now boasting a sharper design. The hand-built 4.2 FSI engine accelerates the coupe from 0 to 100 km/h in only 4.5 seconds.

The new Audi A3, of which deliveries start in late summer, was unveiled at the 2012 Geneva Motor Show. The third generation of this car line has a sporty, progressive design with coupe-like styling; its driver assistance systems and infotainment in particular redefine the standards in the premium compact car segment. Thanks to a consistent lightweight construction approach, the new A3's weight has been cut by as much as 80 kilograms compared with the predecessor version.

Another model showcased in Geneva was the RS4 Avant, which goes on sale in the fall. In addition to its high practical utility and everyday suitability, this vehicle boasts extra-sporty, dynamic driving characteristics thanks to its powerful 4.2 FSI engine developing 331 kW (450 hp).

Furthermore, the improved Audi Q5 made its world premiere at the Auto Mobil International (AMI) in Leipzig. Five engine versions of the midsize SUV – three TDI and two TFSI units – will be available from late summer 2012. These models are impressive for their extensive range of infotainment systems and their striking design. The Q5 car line will be rounded out at the start of 2013 with the advent of the new top model, the Audi SQ5 TDI, which was premiered at the 24 Hours of Le Mans. Propelled by a 3.0 TDI biturbo engine developing a substantial 230 kW (313 hp), the SQ5 TDI is Audi's first ever diesel-engined S model.

AWARDS

Numerous national and international awards were again bestowed upon the Audi Group in the first six months of 2012.

The brand with the four rings performed well in the prestigious reader poll "AUTO BILD Top Brand" (AUTO BILD, issue 9/2012, p. 60 ff.), for instance. With a total of 11 first places in the Design and Quality categories, Audi brand models achieved more top placings than any competitor.

In a reader poll staged by the magazine ADAC Motorwelt, the Audi Q3 that appeared on the market in fall 2011 won the "Yellow Angel" award at the very first attempt (issue 2/2012, p. 26 ff.). The "OFF ROAD Award" in the "Crossover" category (OFF ROAD, issue 4/2012, p. 34 ff.) demonstrates that the premium compact SUV also offers a fascinating drive off the beaten track.

The Audi brand extended the successful run of recent years in the auto, motor und sport poll "Best Cars of 2012" with a triple win. The award for the best midsize car went to the A4 and A5 car lines, while the A1 came out on top in the compact category (issue 4/2012, p. 128 ff.). Internationally, too, the Audi brand continues to fare well. For example, this year's "Asian Car of the Year Award" went to the Audi A6 – which the high-ranking jury felt was the best new vehicle launched in Asia (www.autocar.co.uk/car-news/beijing-motor-show-2012/beijing-show-audi-a6-wins-asian-coty).

Numerous other awards in the areas of design, safety, technology and customer satisfaction reflect the public's great enthusiasm for the Audi brand.

FIRST WIN FOR A HYBRID CAR AT LE MANS

Audi reached another landmark in motorsport with its 11th win in the 80th 24 Hours of Le Mans. For the first time ever, the legendary endurance race was won by a vehicle with hybrid drive – the Audi R18 e-tron quattro.

A resounding win for Audi Sport Team Joest was also rounded off by a second, third and fifth place. This meant the Audi R18 cars were once again easily the fastest and most reliable vehicles taking part.

Audi R18 e-tron quattro



WORKFORCE

The workforce of the Audi Group grew to an average of 65,812 (61,732) employees in the first half of 2012. The rise was mainly due to the high number of new employees taken on as part of Audi's growth strategy.

Against a backdrop of growing internationalization, within its Strategy 2020 the Audi Group has set itself the goal of being perceived as an attractive employer worldwide. AUDI AG is already regularly placed among the leaders in the renowned employer rankings compiled by the consultants trendence and Universum. For the third year in a row in 2012, engineering and business graduates voted the company Germany's most popular employer in both studies ("trendence Graduate Barometer 2012 – Business und Engineering Edition," April 20, 2012; "The Universum German Student Survey 2012," April 30, 2012).

The Hungarian subsidiary AUDI HUNGARIA MOTOR Kft., too, was again voted the most attractive company in the country by career-starters and experienced professionals in March 2012. This was the outcome of a survey conducted by the management consultants Aon Hewitt and the international students' organization AIESEC (www.balaton-zeitung.info/Audi-attractivster-Arbeitgeber-in-Ungarn).

WORKFORCE

Average	1-6/2012	1-6/2011
Domestic companies	48,803	46,852
of which:		
AUDI AG	46,672	45,101
Ingolstadt plant	32,961	32,010
Neckarsulm plant	13,711	13,091
Foreign companies	14,659	12,475
of which:		
AUDI BRUSSELS S.A./N.V.	2,496	2,350
AUDI HUNGARIA MOTOR Kft.	8,075	6,610
Automobili Lamborghini S.p.A.	917	822
VOLKSWAGEN GROUP ITALIA S.P.A.	917	880
Employees	63,461	59,327
Apprentices	2,039	2,130
Employees of Audi Group companies	65,500	61,457
Staff employed from other Volkswagen Group companies not belonging to the Audi Group	312	275
Workforce	65,812	61,732

PERSONNEL CHANGES

The Supervisory Board members Dr. Bruno Adelt and Dr. Franz-Josef Paefgen surrendered office with the close of the 123rd Annual General Meeting of AUDI AG on May 10, 2012. They were succeeded by Dr. Christine Hawighorst, Secretary of State, and Dr. Wolfgang Porsche.

As part of a comprehensive structural and human resources review by the Volkswagen Group, the following personnel changes on the Board of Management of AUDI AG were approved by the Supervisory Board effective September 1, 2012:

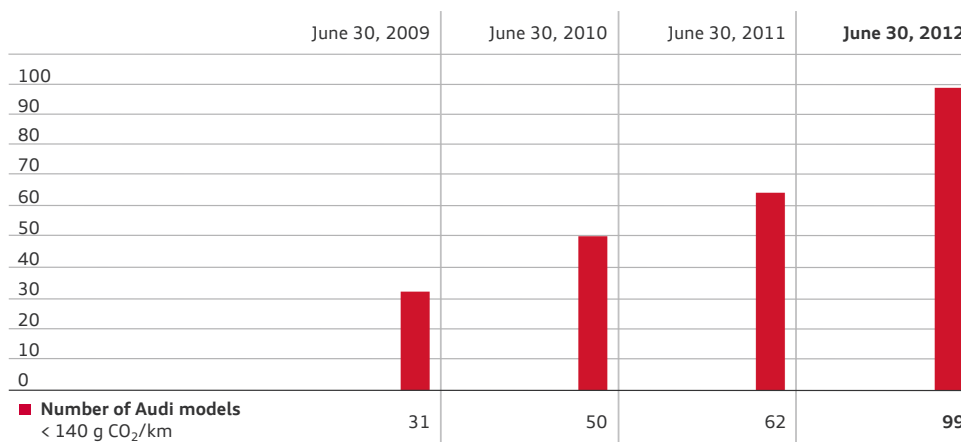
Wolfgang Dürheimer will take charge of Technical Development from Michael Dick. Meanwhile, Luca de Meo will become the new head of Marketing and Sales as successor to Peter Schwarzenbauer. Dr. Bernd Martens will take over from Ulf Berkenhagen as head of Procurement.

ECOLOGICAL RESPONSIBILITY

From pioneering engine concepts such as TDI, FSI and TFSI to lightweight construction in the shape of the Audi Space Frame, the Audi brand has repeatedly redefined efficiency standards in automotive manufacturing over many years. Thanks to the use of progressive technologies from the modular efficiency platform, models of the Audi brand already strike an appropriate balance between fuel efficiency, comfort and driving fun.

For example, at the end of the period under review there were 99 models of the Audi brand with CO₂ emissions of less than 140 g/km. Around one-third of the drivetrain versions even achieved CO₂ emissions of less than 120 g/km. The market launch of the new Audi A3, which is appearing at dealers from late summer 2012, will mean even more models with emissions below the 120 g CO₂/km and 140 g CO₂/km thresholds will be available in the second half of the year.

AUDI MODELS BELOW 140 G CO₂/KM



Alongside the systematic optimization of efficient combustion engines, alternative drive concepts are a further focus of development work. AUDI AG advocates a diversified concept involving a variety of energy sources and technologies, so that customers can choose the option that best meets their individual requirements from a wide range of drive technology versions. Following the successful launch of the Audi Q5 hybrid quattro last year, the A6 hybrid and the A8 hybrid were added to the portfolio of hybrid models in the period under review. As full hybrids, all three vehicles can travel on their combustion engine, on solely their electric motor or in the hybrid mode. The Company has future plans to roll out hybridization gradually across other car lines. Audi will prioritize plug-in hybrids with batteries that can also be recharged from the power grid. At the end of the current fiscal year, the Audi brand is also planning to bring the all-electric Audi R8 e-tron sports car onto the market in a small series.

In addition, the Audi Group seeks to play a leading role within the context of the automotive industry's drive to use natural resources sustainably. In light of this, the Company has focused its activities on delivering comprehensive CO₂-neutral mobility under the umbrella concept of Audi balanced mobility.

The Audi e-gas project constitutes a central component of this initiative. Through this project, Audi is planning to be one of the first carmakers worldwide to develop a chain of sustainable energy sources. The plan is to use green power generated by wind turbines for the future production and operation of Audi e-tron models. This renewable power can also be used to produce hydrogen by electrolysis. This gas could serve as a future energy source for fuel-cell vehicles. Alternatively, in a further step the hydrogen can be reacted with carbon dioxide to produce methane – Audi "e-gas" – which is chemically the same as natural gas.

This, in turn, can then be used in gas-powered vehicles such as the Audi A3 TCNG, which will appear from 2013.



Audi A3

FINANCIAL PERFORMANCE INDICATORS

FINANCIAL PERFORMANCE

In the first six months of 2012, the Audi Group boosted its revenue to the new record level of EUR 25,022 (21,526) million. This substantial rise of 16.2 percent is mainly attributable to volume growth.

As a result of the dynamic business performance, the cost of sales climbed to EUR 19,876 (17,693) million. However, ongoing productivity and process improvements meant that this rise of 12.3 percent was again below the rate of increase in revenue.

The gross profit rose by 34.3 percent to EUR 5,146 (3,832) million.

Distribution costs for the first half of the year amounted to EUR 2,209 (1,627) million. Along with the increased sales volume, the rise of 35.8 percent is attributable above all to the market launches of a large number of new models and the realization of strategic market development programs. General administrative costs rose to EUR 219 (189) million. Meanwhile, the other operating result fell to EUR 158 (523) million due to exchange rate factors.

The Audi Group posted an operating profit of EUR 2,876 (2,540) million for the first half, improving on the figure for the prior-year period by 13.2 percent. With an operating return on sales of 11.5 (11.8) percent, the Audi Group has once again demonstrated its status as one of the most profitable companies in the automotive industry worldwide.

The financial result improved to EUR 316 (-190) million mainly as a result of positive effects from the measurement of currency hedging transactions.

Profit before tax consequently reached EUR 3,192 (2,350) million. The return on sales before tax rose to 12.8 percent, compared with 10.9 percent in the previous year.

NET WORTH

The balance sheet total of the Audi Group rose by 5.5 percent to EUR 39,046 million as of June 30, 2012, compared with EUR 37,019 million as of December 31, 2011.

The 28.6 percent increase in non-current assets to EUR 15,700 (12,209) million is mainly attributable to higher investments accounted for using the equity method following the acquisition of a 30 percent share of Volkswagen Group Services S.A., Brussels (Belgium). Current assets decreased to EUR 23,346 (24,811) million, in particular following the share purchase.

The equity of the Audi Group rose to EUR 16,252 (12,903) million as of June 30, 2012. The EUR 3,349 million increase compared with December 31, 2011 is mainly due to the higher profit after tax, as well as the cash infusion of EUR 1,569 million into the capital reserve of AUDI AG by Volkswagen AG, Wolfsburg.

The equity ratio consequently rose from 34.9 percent to 41.6 percent.

Non-current liabilities increased to EUR 9,769 (8,610) million, while current liabilities declined to EUR 13,025 (15,507) million mainly as a result of the profit transfer to Volkswagen AG.

FINANCIAL POSITION

The Audi Group improved its cash flow from operating activities by 10.5 percent to EUR 3,241 (2,933) million in the first half of 2012.

Up until the end of June 2012, the cash used in investing activities for current operations excluding the acquisition of the 30 percent stake in Volkswagen Group Services S.A., Brussels (Belgium), came to EUR 1,025 (975) million. The cash used for the acquisition of the shareholding amounted to EUR 3,000 million.

Research and development expenditure of EUR 1,701 (1,502) million meant that the Audi Group again stepped up its commitment to the development of new products and technologies.

Net liquidity declined compared with the 2011 year-end figure to EUR 13,377 (15,716) million mainly as a result of the acquisition of the shareholding.

RISKS AND OUTLOOK

RISK REPORT

The risk situation of the Audi Group is registered, evaluated and analyzed across all divisions through the Group-wide risk management system. This identifies appropriate checks and corrective action, monitors their implementation and effectiveness, and also initiates further measures where necessary.

The Audi Group is exposed to the customary risks for its industry and for a company of its size and nature. These risks are presented in the Management Report section of the 2011 Annual Report and remain fundamentally valid in the second half of 2012.

At present, the aggravated sovereign debt crisis in Europe is further inflating the costs of refinancing for the countries affected and obliging them to make significant cuts to their national budgets. The fiscal instruments being implemented and the lack of government growth programs are likely to weigh further on consumer spending.

At the same time, there are signs of demand for cars in the growth market of China settling down as a result of a general damping of economic activity, on the back of very dynamic growth in previous years.

On the basis of all known circumstances and facts, no risks that could endanger the Audi Group's survival for the foreseeable future can currently be identified.



REPORT ON EXPECTED DEVELOPMENTS

Anticipated development of the economic environment

For the second half of 2012, the Audi Group expects the global economy to stabilize at the level of the first six months. A mixed performance can be expected in the various regions of the world. While industrial countries will at best achieve only very modest progress, the emerging economies of Asia and Latin America will remain the powerhouses of worldwide growth. However, there is growing uncertainty about the direction of the global economy. Against the backdrop of crisis levels of sovereign debt, Western Europe's southern countries are expected to fall back into recession. Nor will Germany be able to resist this pull altogether and is expected to grow more slowly than in the first half of the year. The upswing in Central and Eastern European countries should remain on a par with the first half of the year. The Company expects the United States to keep up the moderate growth of the first six months. Thanks to fiscal and monetary measures, Brazil should return to dynamic growth and China should stabilize at its current level.

The Audi Group expects overall worldwide demand for cars to be positive in 2012 as a whole. With the exception of Western European markets, all sales regions are likely to report rising sales figures, with the pace of growth losing momentum as the year progresses. For Germany, demand for cars is expected to decline somewhat in the second half due to a slowdown in economic activity. The market situation elsewhere in Western Europe is unlikely to improve over the coming months, resulting in a full-year performance that will be down on that of 2011.

The markets in Central and Eastern European countries will probably continue to develop positively for the remainder of the year, though the rate of growth will decline.

The United States, too, will see the first half's positive pattern of demand continue until the end of the year with slightly less vigor.

The Audi Group expects the Chinese automotive market to produce single-digit growth in demand over the remainder of the year. Demand is anticipated to increase at a more modest rate than in the past.

The Japanese car market should continue to develop positively but at a slower rate.

Audi A1 Sportback



Anticipated development of the Audi Group

The slower rate of global economic growth and the growing uncertainty surrounding the future direction of the economy are key challenges for the Audi Group. In addition, the Company is confronted with ever more intense competition. Then there is the transformation brought on by new drive technologies and mobility concepts.

Based on the positive business performance in the first half of 2012, the Audi Group is planning to deliver more than 1.4 million cars of the Audi brand to customers over the course of this fiscal year. As well as the Audi A1 Sportback, particularly the Q3 and the new A3 should provide fresh impetus. Furthermore, the Company envisages increasing its market shares in a large number of sales markets thanks to its attractive product range. In this way, it intends to bolster its already strong competitive position in the premium car segment.

The planned increase in deliveries is also expected to bring the Audi Group increased revenue. The Company continues to target sustained growth, and to that end will invest further in new products and innovative technologies. Investments in property, plant and equipment amounting to some EUR 13 billion are envisaged for the period 2012 through 2016. It is planned to finance these investments in property, plant and equipment as well as in research and development work entirely from the generated cash flow.

Provided the economic framework does not deteriorate significantly, the Audi Group expects operating profit to remain on a par with 2011 despite higher expenses for new products, technologies and expanded production structures.

Corporate growth means the number of employees is likely to increase further in the second half of the year.

With regard to the opportunities for future development indicated in the Management Report of the 2011 Annual Report, the Audi Group expects no significant changes for the 2012 fiscal year as a whole.

EVENTS OCCURRING AFTER THE BALANCE SHEET DATE

With effect from July 19, 2012, the acquisition of 100 percent of the shares of Ducati Motor Holding S.p.A., Bologna (Italy), by Automobili Lamborghini S.p.A., Sant'Agata Bolognese (Italy), a fully owned subsidiary of AUDI AG, was completed following the transaction's approval by the antitrust authorities.

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.



Audi A6 allroad quattro

Consolidated Financial Statements of the Audi Group at June 30, 2012

Income Statement of the Audi Group

EUR million	1-6/2012	1-6/2011
Revenue	25,022	21,526
Cost of sales	- 19,876	- 17,693
Gross profit	5,146	3,832
Distribution costs	- 2,209	- 1,627
Administrative expenses	- 219	- 189
Other operating income	729	829
Other operating expenses	- 571	- 305
Operating profit	2,876	2,540
Result from investments accounted for using the equity method	199	118
Financing costs	- 173	- 57
Other financial results	290	- 251
Financial result	316	- 190
Profit before tax	3,192	2,350
Income tax expense	- 927	- 662
Profit after tax	2,265	1,688
of which profit share of AUDI AG stockholders	2,188	1,622
of which profit share of minority interests	77	66
EUR	1-6/2012	1-6/2011
Earnings per share	50.88	37.72
Diluted earnings per share	50.88	37.72

Statement of Recognized Income and Expense of the Audi Group

EUR million	1-6/2012	1-6/2011
Profit after tax	2,265	1,688
Actuarial gains/losses		
Actuarial gains/losses before tax	- 348	126
Deferred taxes on actuarial gains/losses	103	- 37
Actuarial gains/losses after tax	- 245	89
Foreign currency translation differences		
Income/expense recognized in equity from foreign currency translation	15	- 20
Foreign currency translation differences after tax	15	- 20
Cash flow hedges		
Changes in fair value recognized in equity	- 548	1,669
Included in the Income Statement	178	- 9
Cash flow hedges before tax	- 371	1,660
Deferred taxes on cash flow hedges	109	- 490
Cash flow hedges after tax	- 262	1,170
Available-for-sale financial assets		
Changes in fair value recognized in equity	13	2
Included in the Income Statement	- 0	1
Available-for-sale financial assets before tax	13	3
Deferred taxes on available-for-sale financial assets	- 4	- 1
Available-for-sale financial assets after tax	9	2
Income and expenditure after tax from equity-accounted investments recognized in equity	- 3	- 9
Other result before tax	- 693	1,760
Deferred taxes on other result	208	- 528
Other result after tax	- 485	1,232
Overall result	1,779	2,920
Attributable to:		
AUDI AG stockholders	1,695	2,865
Minority interests	85	55

The overall result for the first half of 2012 includes an amount of EUR -548 million attributable to changes in the market value of the effective portions of cash flow hedge relationships, which were prompted largely by the change in the euro's external value as of June 30, 2012. However, due to the effectiveness of the hedges, these negative changes in the fair value of cash flow hedges exist alongside corresponding profit potential in almost the same amount from the underlying transactions (vehicle sales). This profit potential will not yet be recognized as of June 30, 2012 and will only be incorporated into the Statement of Recognized Income and Expense for future periods at the time of performance of the underlying transactions.

Balance Sheet of the Audi Group

ASSETS in EUR million	June 30, 2012	Dec. 31, 2011
Non-current assets	15,700	12,209
Intangible assets	2,761	2,531
Property, plant and equipment	6,754	6,716
Investment property	6	8
Long-term investments	3,647	704
Other financial assets	2,532	2,251
Current assets	23,346	24,811
Inventories	4,617	4,377
Receivables and other assets	9,541	10,327
of which fixed deposits and loans extended	5,358	6,697
of which trade receivables	3,165	3,009
Securities	1,742	1,594
Cash and cash equivalents	7,445	8,513
Balance sheet total	39,046	37,019

LIABILITIES in EUR million	June 30, 2012	Dec. 31, 2011
Equity	16,252	12,903
AUDI AG stockholders' interests	15,969	12,705
Minority interests	284	198
Liabilities	22,794	24,117
Non-current liabilities	9,769	8,610
Provisions for pensions	2,858	2,505
Other provisions	4,421	4,234
Other liabilities	2,489	1,871
Current liabilities	13,025	15,507
Trade payables	4,691	4,193
Other liabilities	5,446	8,456
Other provisions	2,887	2,858
Balance sheet total	39,046	37,019

Statement of Changes in Equity of the Audi Group

EUR million	Issued capital	Capital reserve	Retained earnings						Equity		
			Legal reserve and other retained earnings	Currency exchange reserve	Reserve for cash flow hedges	Reserve for remeasurement to fair value of securities	Actuarial gains and losses	Investments accounted for using the equity method	AUDI AG stockholders' interests	Minority interests	Total
As of Jan. 1, 2011	110	2,510	8,776	28	97	- 11	- 346	8	11,172	138	11,310
Profit after tax	-	-	1,622	-	-	-	-	-	1,622	66	1,688
Other result after tax	-	-	-	- 9	1,170	2	89	- 9	1,243	- 11	1,232
Overall result	-	-	1,622	- 9	1,170	2	89	- 9	2,865	55	2,920
Capital increase	-	1,005	-	-	-	-	-	-	1,005	-	1,005
As of June 30, 2011	110	3,515	10,398	19	1,267	- 8	- 257	- 1	15,042	193	15,235
As of Jan. 1, 2012	110	3,515	10,027	39	- 569	- 1	- 447	31	12,705	198	12,903
Profit after tax	-	-	2,188	-	-	-	-	-	2,188	77	2,265
Other result after tax	-	-	-	8	- 262	9	- 245	- 3	- 493	8	- 485
Overall result	-	-	2,188	8	- 262	9	- 245	- 3	1,695	85	1,779
Capital increase	-	1,569	-	-	-	-	-	-	1,569	-	1,569
Other changes	-	-	-	-	-	-	-	-	-	1	1
As of June 30, 2012	110	5,084	12,215	47	- 831	9	- 692	28	15,969	284	16,252

Cash Flow Statement of the Audi Group

from January 1 to June 30

EUR million	1-6/2012	1-6/2011
Profit before profit transfer and income taxes	3,192	2,350
Income tax payments	- 1,243	- 642
Depreciation and amortization	918	888
Change in provisions for pensions	6	13
Other non-cash expenses and income	155	439
Gross cash flow	3,029	3,048
Change in inventories	- 427	- 250
Change in receivables	- 488	- 943
Change in liabilities	905	826
Change in other provisions	221	251
Change in working capital	212	- 116
Cash flow from operating activities	3,241	2,933
Cash flow from investing activities	- 2,780	- 4,282
of which investments in property, plant and equipment	- 628	- 718
of which additions of capitalized development costs	- 432	- 251
of which acquisition of shares	- 3,016	- 14
of which sale of shares	44	-
of which change in securities, fixed deposits and loans extended	1,245	- 3,308
Cash flow from financing activities	- 1,471	- 894
Change in cash and cash equivalents due to exchange rate changes	39	- 61
Change in cash and cash equivalents	- 971	- 2,305
Cash and cash equivalents at beginning of period	4,675	5,961
Cash and cash equivalents at end of period	3,703	3,657

EUR million	June 30, 2012	June 30, 2011
Cash and cash equivalents	3,703	3,657
Securities, fixed deposits and loans extended	10,978	11,552
Gross liquidity	14,681	15,208
Credit outstanding	- 1,304	- 881
Net liquidity	13,377	14,328

The cash flow from investing activities substantially comprises the one-off cash outflow from the acquisition of the 30 percent stake in Volkswagen Group Services S.A., Brussels (Belgium), for EUR 3,000 million.

The cash flow from financing activities substantially comprises the profit transfer to Volkswagen AG, Wolfsburg, amounting to EUR 3,138 million for fiscal 2011, as well as the cash infusion of EUR 1,569 million by Volkswagen AG.

Cash and cash equivalents in the Cash Flow Statement has been defined more narrowly, to reflect the internal liquidity management approach. The prior-year figures for 2011 in the Cash Flow Statement have been adjusted accordingly.

Notes to the Consolidated Financial Statements

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 Standards Interpretations Committee (IFRIC). All pronouncements of the International Accounting Standards Board (IASB) whose application is mandatory have been observed. The prior-year figures were calculated according to the same principles. The Interim Financial Report as of June 30, 2012 takes account of the stipulations of IAS 34 (Interim Financial Reporting). For the first half of 2012, all standards whose application is mandatory from January 1, 2012 have been observed.

The accounting standards to be applied for the first time in the 2012 fiscal year have no material effect on the presentation of the net worth, financial position and financial performance of the Audi Group.

For this Interim Financial Report, a discount rate of 3.8 (December 31, 2011: 4.6) percent was applied to provisions for pensions in Germany. The reduction in the interest rate resulted in an increase in the actuarial losses for provisions for pensions recognized within equity.

Income tax expense for the interim reporting period is, in keeping with IAS 34 (Interim Financial Reporting), determined on the basis of the weighted average annual tax rate that is expected for the entire fiscal year.

The condensed presentation of the Consolidated Financial Statements for the first half of 2012 otherwise fundamentally uses the same accounting policies as the Consolidated Financial Statements for the 2011 fiscal year. A detailed description of those methods and a comprehensive listing of the accounting standards to be applied for the first time in the 2012 fiscal year are published in the 2011 Annual Report. The latter document is also available on the internet at www.audi.com/annualreport.

All individual amounts stated are rounded commercially; this may produce marginal discrepancies when they are totaled.

GROUP OF CONSOLIDATED COMPANIES

In addition to AUDI AG, the Consolidated Financial Statements include all principal domestic and foreign companies in which AUDI AG can directly or indirectly determine the financial and business policy in order to benefit from the activities of the companies (subsidiaries) in question.

The group of consolidated companies has grown since December 31, 2011 through the acquisition in 2011 of the development services provider psw automotive engineering GmbH, Gaimersheim, and the addition of Audi Akademie GmbH, Ingolstadt, which was established in 1993.

Effective May 1, 2012, AUDI AG sold Audi Retail GmbH, Ingolstadt, and its subsidiaries to VW Retail Dienstleistungsgesellschaft mbH, Berlin. The consolidated companies Audi Retail GmbH, Audi Berlin GmbH, Audi Frankfurt GmbH, Audi Hamburg GmbH, Audi Hannover GmbH, Audi Leipzig GmbH, Audi Stuttgart GmbH and the non-consolidated Audi Zentrum München GmbH were thus eliminated from the Audi Group. The net assets were disposed of at carrying amounts.

The first-time inclusion or deconsolidation of these subsidiaries had no significant individual or overall impact on the presentation of the Company's situation.

In March 2012, a subsidiary of AUDI AG acquired a 30 percent share in Volkswagen Group Services S.A., Brussels (Belgium), which is reported using the equity method in the Consolidated Financial Statements of the Audi Group, for EUR 3,000 million.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

1 Revenue

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

EUR million	1-6/2012	1-6/2011
Total revenue from vehicles	20,451	18,714
Other car business	4,571	2,811
Revenue	25,022	21,526

Vehicle revenue includes proceeds from the Audi Group from the sale of vehicles of the Audi and Lamborghini brands as well as from the other brands of the Volkswagen Group.

Revenue from other car business primarily comprises proceeds from the sale of engines and genuine parts, plus, for the first time, of vehicle parts sets, which in the previous year were still reported within revenue from vehicles at EUR 1,134 million.

2 Cost of sales

The cost of sales amounting to EUR 19,876 (17,693) million shows the costs incurred in generating revenue. This item includes research and development costs that cannot be capitalized in an amount of EUR 1,269 (1,251) million.

3 Other operating income and expenses

The other operating result of EUR 158 (523) million substantially comprises income and expenses from the settlement of foreign currency hedges, from rebilling and from the dissolution of provisions.

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.

At AUDI AG the diluted earnings per share are the same as the basic earnings per share, as there were no potential shares in existence at either June 30, 2012 or June 30, 2011.

	1-6/2012	1-6/2011
Profit share of AUDI AG stockholders (EUR million)	2,188	1,622
Weighted average number of shares (basic and diluted totals are identical)	43,000,000	43,000,000
Earnings per share in EUR	50.88	37.72

5 Fair value hierarchy disclosures

In the first half of 2012, financial assets amounting to EUR 6 million (at December 31, 2011: EUR 33 million) and financial liabilities of EUR 14 million (at December 31, 2011: EUR 6 million) were reclassified from level 3 to level 2.

These reclassifications concern non-current commodity futures for which no further extrapolation is necessary because observable market prices are once again available for the measurement parameters as a result of the decreasing remaining term.

6 Contingencies

There are no significant changes in contingent liabilities compared with the position as of December 31, 2011.

7 Related party disclosures

EUR million	1-6/2012	1-6/2011	1-6/2012	1-6/2011
	Goods and services supplied		Goods and services received	
Volkswagen AG	2,534	2,172	2,822	2,772
Consolidated subsidiaries of Volkswagen AG not belonging to the Audi Group	5,486	4,910	2,624	1,607
Non-consolidated subsidiaries of Volkswagen AG	44	156	35	46
Joint ventures and other associated companies of Volkswagen AG	5,403	3,506	109	97
Porsche Holding Salzburg and majority interests	-	124	-	7

In the first half of 2012, goods and services amounting to a total value of EUR 119 (94) thousand were provided to the German state of Lower Saxony and to companies in which the state of Lower Saxony holds a majority stake.

Goods and services provided to AUDI AG Supervisory Board members in the first half of 2012 totaled EUR 70 (58) thousand.

EUR million	June 30, 2012	Dec. 31, 2011	June 30, 2012	Dec. 31, 2011
	Receivables from		Liabilities to	
Volkswagen AG	10,001	9,290	2,596	5,596
Consolidated subsidiaries of Volkswagen AG not belonging to the Audi Group	3,985	6,796	4,013	3,968
Non-consolidated subsidiaries of Volkswagen AG	31	24	5	20
Joint ventures and other associated companies of Volkswagen AG	723	529	84	94

SEGMENT REPORTING

The segmentation of business activities is based on the internal management of the Company in accordance with IFRS 8.

The Audi Group focuses its economic activities on automotive business. As a result, both internal reporting and the voting, management and decision-making processes at the level of the full Board of Management are geared toward the Audi Group as a corporate unit in the sense of a single-segment structure focused on the automotive business.

The revenue for the segment represented by the Audi Group and the definition and composition of operating profit are presented in the Consolidated Income Statement of the Audi Group on page 16 of the Interim Financial Report.

In the first half of 2012, the Audi Group improved its operating profit to EUR 2,876 (2,540) million.

The sales revenues by region pursuant to IFRS 8.33 have been determined on the basis of the country of origin of external customers.

	1-6/2012		1-6/2011	
	EUR million	%	EUR million	%
Germany	5,527	22.1	4,742	22.0
Rest of Europe	8,438	33.7	8,672	40.3
Asia-Pacific	7,622	30.5	5,444	25.3
North America	3,039	12.1	2,247	10.4
Africa	200	0.8	192	0.9
South America	196	0.8	228	1.1
Total	25,022	100.0	21,526	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 are permanently available on the website www.audi.com/cgk-declaration.

EVENTS OCCURRING AFTER THE FIRST-HALF REPORTING DATE

Effective July 19, 2012, the Audi Group acquired 100 percent of the voting rights in the motorcycle manufacturer Ducati Motor Holding S.p.A., Bologna (Italy), via Automobili Lamborghini S.p.A., Sant'Agata Bolognese (Italy), a subsidiary of AUDI AG, for a purchase price of EUR 747 million. With the acquisition of Ducati – an internationally renowned premium-segment manufacturer with great expertise in the areas of high-performance engines and lightweight construction – the Group is entering the growth market of high-quality motorcycles. In the 2011 calendar year, the Ducati Group sold 42,016 motorcycles and thus generated revenue of EUR 479 million.

Owing to time restrictions, sufficient information about the allocation of the purchase price among the assets and liabilities of the Ducati Group at the time of purchase is not yet available.

Responsibility Statement

“Responsibility Statement

To the best of our knowledge, and in accordance with the applicable reporting principles for interim financial reporting, the shortened Interim Consolidated Financial Statements give a true and fair view of the assets, liabilities, financial position and profit or loss of the Group, and the Interim Group Management Report includes a fair review of the development and performance of the business and the position of the Group, together with a description of the principal opportunities and risks associated with the expected development of the Group in the remainder of the fiscal year.”

Ingolstadt, July 23, 2012

The Board of Management



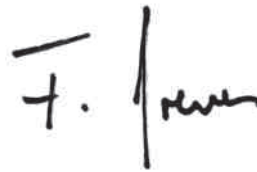
Rupert Stadler



Ulf Berkenhagen



Michael Dick



Dr.-Ing. Frank Dreves



Peter Schwarzenbauer



Thomas Sigi



Axel Strotbek

Review Report

“Review Report

To AUDI Aktiengesellschaft

We have reviewed the condensed interim consolidated 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 Aktiengesellschaft, Ingolstadt, for the period from January 1 to June 30, 2012 which are part of the interim financial report pursuant to § (Article) 37w WpHG (“Wertpapierhandelsgesetz”: German Securities Trading Act). The preparation of the condensed interim consolidated 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 Management. Our responsibility is to issue a review report on the condensed interim consolidated financial statements and on the interim group management report based on our review.

We conducted our review of the condensed interim consolidated 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 reasonable assurance, that the condensed interim consolidated 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 issue an auditor’s report.

Based on our review, no matters have come to our attention that cause us to presume that the condensed interim consolidated 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, 2012

PricewaterhouseCoopers
Aktiengesellschaft
Wirtschaftsprüfungsgesellschaft

Harald Kayser
Wirtschaftsprüfer

Klaus Schuster
Wirtschaftsprüfer

Fuel consumption and emission figures

As at: July 2012 (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)	Efficiency class
				urban	extra urban	combined		
Audi A1								
A1 1.2 TFSI	63	5-speed	Premium	6.2	4.4	5.1	118	C
A1 1.4 TFSI	90	6-speed	Premium	6.8	4.4	5.3	124	C
A1 1.4 TFSI (119 g CO ₂ /km) ¹⁾	90	S tronic, 7-speed	Premium	6.5	4.4	5.2	119	C
A1 1.4 TFSI	90	S tronic, 7-speed	Premium	6.5	4.6	5.3	122	C
A1 1.4 TFSI	136	S tronic, 7-speed	Super Plus	7.5	5.1	5.9	139	D
A1 2.0 TFSI quattro	188	6-speed	Premium	11.7	6.8	8.6	199	G
A1 1.6 TDI	66	5-speed	Diesel	4.4	3.4	3.8	99	A
A1 1.6 TDI	66	S tronic, 7-speed	Diesel	5.1	3.7	4.2	110	B
A1 1.6 TDI	77	5-speed	Diesel	4.4	3.4	3.8	99	A
A1 2.0 TDI	105	6-speed	Diesel	5.0	3.6	4.1	108	A
Audi A1 Sportback								
A1 Sportback 1.2 TFSI	63	5-speed	Premium	6.2	4.4	5.1	118	C
A1 Sportback 1.4 TFSI	90	6-speed	Premium	6.9	4.6	5.4	126	C
A1 Sportback 1.4 TFSI	90	S tronic, 7-speed	Premium	6.5	4.6	5.3	122	C
A1 Sportback 1.4 TFSI	136	S tronic, 7-speed	Super Plus	7.5	5.1	5.9	139	D
A1 Sportback 1.6 TDI	66	5-speed	Diesel	4.4	3.4	3.8	99	A
A1 Sportback 1.6 TDI	66	S tronic, 7-speed	Diesel	5.1	3.7	4.2	110	B
A1 Sportback 1.6 TDI	77	5-speed	Diesel	4.4	3.4	3.8	99	A
A1 Sportback 2.0 TDI	105	6-speed	Diesel	5.0	3.6	4.1	108	A
Audi A3								
A3 1.4 TFSI	90	6-speed	Premium	6.5	4.4	5.2	120	B
A3 1.8 TFSI	132	S tronic, 7-speed	Premium	7.0	4.8	5.6	130	C
A3 2.0 TDI	110	6-speed	Diesel	4.9	3.6	4.1	106	A
Audi A3 Sportback								
A3 Sportback 1.2 TFSI	77	6-speed	Premium	6.7	4.7	5.5	127	C
A3 Sportback 1.2 TFSI	77	S tronic, 7-speed	Premium	6.5	4.6	5.3	123	B
A3 Sportback 1.4 TFSI	92	6-speed	Premium	7.3	4.9	5.8	134	C
A3 Sportback 1.4 TFSI	92	S tronic, 7-speed	Premium	6.6	4.8	5.5	127	B
A3 Sportback 1.8 TFSI	118	6-speed	Premium	8.7	5.3	6.6	153	D
A3 Sportback 1.8 TFSI	118	S tronic, 7-speed	Premium	8.5	5.2	6.5	149	D
A3 Sportback 1.8 TFSI quattro	118	6-speed	Premium	9.8	6.1	7.4	173	E
A3 Sportback 2.0 TFSI	147	6-speed	Premium	9.9	5.6	7.2	168	E
A3 Sportback 2.0 TFSI	147	S tronic, 6-speed	Premium	9.9	5.8	7.3	168	E
A3 Sportback 2.0 TFSI quattro	147	S tronic, 6-speed	Premium	10.0	6.2	7.6	176	E
A3 Sportback 1.6 TDI	66	5-speed	Diesel	5.3	3.9	4.4	116	A
A3 Sportback 1.6 TDI (102 g CO ₂ /km) ¹⁾	77	5-speed	Diesel	4.8	3.4	3.9	102	A+
A3 Sportback 1.6 TDI	77	5-speed	Diesel	5.1	3.8	4.2	112	A
A3 Sportback 1.6 TDI	77	S tronic, 7-speed	Diesel	4.9	3.9	4.3	112	A
A3 Sportback 2.0 TDI	103	6-speed	Diesel	5.5	3.8	4.4	115	A
A3 Sportback 2.0 TDI	103	S tronic, 6-speed	Diesel	5.8	4.4	4.9	129	B
A3 Sportback 2.0 TDI quattro	103	6-speed	Diesel	6.3	4.2	5.0	129	B
A3 Sportback 2.0 TDI	125	6-speed	Diesel	5.7	4.2	4.7	123	B
A3 Sportback 2.0 TDI	125	S tronic, 6-speed	Diesel	5.6	4.6	5.0	130	B
A3 Sportback 2.0 TDI quattro	125	6-speed	Diesel	6.2	4.7	5.3	139	B
S3 Sportback 2.0 TFSI quattro	195	6-speed	Super Plus	11.8	6.7	8.5	199	F
S3 Sportback 2.0 TFSI quattro	195	S tronic, 6-speed	Super Plus	11.2	6.8	8.4	195	F
RS 3 Sportback 2.5 TFSI quattro	250	S tronic, 7-speed	Super Plus	13.1	6.8	9.1	212	F
Audi A3 Cabriolet								
A3 Cabriolet 1.2 TFSI	77	6-speed	Premium	7.0	5.0	5.7	132	B
A3 Cabriolet 1.4 TFSI	92	6-speed	Premium	7.4	5.2	6.0	139	C
A3 Cabriolet 1.8 TFSI	118	6-speed	Premium	8.9	5.5	6.7	156	D
A3 Cabriolet 1.8 TFSI	118	S tronic, 7-speed	Premium	8.7	5.4	6.6	154	C
A3 Cabriolet 2.0 TFSI	147	6-speed	Premium	10.0	5.6	7.2	169	D
A3 Cabriolet 2.0 TFSI	147	S tronic, 6-speed	Premium	9.9	5.9	7.4	171	D
A3 Cabriolet 1.6 TDI	77	5-speed	Diesel	5.2	3.9	4.3	114	A
A3 Cabriolet 2.0 TDI	103	6-speed	Diesel	5.7	3.9	4.6	119	A
A3 Cabriolet 2.0 TDI	103	S tronic, 6-speed	Diesel	6.0	4.6	5.1	134	B
Audi Q3								
Q3 2.0 TFSI quattro	125	6-speed	Premium	9.5	6.1	7.3	174	D
Q3 2.0 TFSI quattro	125	S tronic, 7-speed	Premium	10.2	6.4	7.7	179	D
Q3 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	10.2	6.4	7.7	179	D
Q3 2.0 TDI	103	6-speed	Diesel	6.2	4.7	5.2	137	B
Q3 2.0 TDI quattro	103	6-speed	Diesel	6.9	5.0	5.7	149	C
Q3 2.0 TDI quattro	130	S tronic, 7-speed	Diesel	7.0	5.3	5.9	156	C

Model	Power output (kW)	Transmission	Fuel	Fuel consumption (l/100 km)			CO ₂ emissions (g/km)	Efficiency class
				urban	extra urban	combined		
Audi TT Coupé								
TT Coupé 1.8 TFSI	118	6-speed	Premium	8.5	5.2	6.4	149	D
TT Coupé 1.8 TFSI	118	S tronic, 7-speed	Premium	8.4	5.2	6.4	147	D
TT Coupé 2.0 TFSI	155	6-speed	Premium	8.9	5.2	6.6	154	D
TT Coupé 2.0 TFSI	155	S tronic, 6-speed	Premium	9.9	5.4	7.1	164	E
TT Coupé 2.0 TFSI quattro	155	S tronic, 6-speed	Premium	9.9	5.7	7.2	169	E
TT Coupé 2.0 TDI quattro	125	6-speed	Diesel	7.0	4.3	5.3	139	C
TT Coupé 2.0 TDI quattro	125	S tronic, 6-speed	Diesel	7.0	4.7	5.5	144	C
TTS Coupé 2.0 TFSI quattro	200	6-speed	Super Plus	10.8	6.2	7.9	184	F
TTS Coupé 2.0 TFSI quattro	200	S tronic, 6-speed	Super Plus	10.6	6.0	7.7	179	E
TT RS Coupé 2.5 TFSI quattro	250	6-speed	Super Plus	12.6	6.8	9.0	209	G
TT RS Coupé 2.5 TFSI quattro	250	S tronic, 7-speed	Super Plus	12.3	6.3	8.5	197	F
TT RS plus Coupé 2.5 TFSI quattro	265	6-speed	Super Plus	12.6	6.8	9.0	209	G
TT RS plus Coupé 2.5 TFSI quattro	265	S tronic, 7-speed	Super Plus	12.3	6.3	8.5	197	F
Audi TT Roadster								
TT Roadster 1.8 TFSI	118	6-speed	Premium	8.6	5.3	6.5	152	D
TT Roadster 1.8 TFSI	118	S tronic, 7-speed	Premium	8.6	5.3	6.6	152	D
TT Roadster 2.0 TFSI	155	6-speed	Premium	9.0	5.4	6.7	156	D
TT Roadster 2.0 TFSI	155	S tronic, 6-speed	Premium	10.0	5.6	7.2	168	E
TT Roadster 2.0 TFSI quattro	155	S tronic, 6-speed	Premium	10.2	5.7	7.4	172	E
TT Roadster 2.0 TDI quattro	125	6-speed	Diesel	7.2	4.5	5.5	144	C
TT Roadster 2.0 TDI quattro	125	S tronic, 6-speed	Diesel	7.1	4.8	5.6	146	C
TTS Roadster 2.0 TFSI quattro	200	6-speed	Super Plus	10.9	6.4	8.1	189	E
TTS Roadster 2.0 TFSI quattro	200	S tronic, 6-speed	Super Plus	10.8	6.2	7.9	184	E
TT RS Roadster 2.5 TFSI quattro	250	6-speed	Super Plus	12.8	7.0	9.1	212	G
TT RS Roadster 2.5 TFSI quattro	250	S tronic, 7-speed	Super Plus	12.4	6.4	8.6	199	F
TT RS plus Roadster 2.5 TFSI quattro	265	6-speed	Super Plus	12.8	7.0	9.1	212	G
TT RS plus Roadster 2.5 TFSI quattro	265	S tronic, 7-speed	Super Plus	12.4	6.4	8.6	199	F
Audi A4 Sedan								
A4 1.8 TFSI	88	6-speed	Premium	8.6	5.3	6.5	151	C
A4 1.8 TFSI	88	multitronic, CVT	Premium	7.6	5.4	6.2	144	C
A4 1.8 TFSI	125	6-speed	Premium	7.4	4.8	5.7	134	B
A4 1.8 TFSI	125	multitronic, CVT	Premium	6.9	5.1	5.8	134	B
A4 1.8 TFSI quattro	125	6-speed	Premium	8.1	5.2	6.2	144	B
A4 2.0 TFSI flexible fuel	132	6-speed	Premium	8.2	5.1	6.2	144	C
A4 2.0 TFSI quattro flexible fuel	132	6-speed	Premium	9.0	5.5	6.8	159	C
A4 2.0 TFSI quattro flexible fuel	132	6-speed	Premium	12.4	7.7	9.4	154	C
A4 2.0 TFSI	155	6-speed	Premium	8.3	5.1	6.3	144	C
A4 2.0 TFSI	155	multitronic, CVT	Premium	7.7	5.0	6.0	140	B
A4 2.0 TFSI quattro	155	6-speed	Premium	8.9	5.6	6.8	159	C
A4 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	8.8	5.8	7.0	159	C
A4 3.0 TFSI quattro	200	S tronic, 7-speed	Premium	10.7	6.6	8.1	190	D
A4 2.0 TDI	88	6-speed	Diesel	5.4	3.9	4.5	117	A
A4 2.0 TDI	100	6-speed	Diesel	5.2	3.7	4.3	112	A
A4 2.0 TDI	105	6-speed	Diesel	5.4	4.0	4.5	119	A
A4 2.0 TDI	105	multitronic, CVT	Diesel	5.7	4.4	4.8	127	A
A4 2.0 TDI quattro	105	6-speed	Diesel	6.1	4.5	5.1	133	B
A4 2.0 TDI	120	6-speed	Diesel	5.3	3.8	4.4	115	A
A4 2.0 TDI	130	6-speed	Diesel	5.5	4.1	4.6	120	A
A4 2.0 TDI	130	multitronic, CVT	Diesel	5.7	4.4	4.8	127	A
A4 2.0 TDI quattro	130	6-speed	Diesel	6.1	4.5	5.1	134	B
A4 3.0 TDI	150	6-speed	Diesel	6.4	4.3	5.1	133	A
A4 3.0 TDI	150	multitronic, CVT	Diesel	5.5	4.6	4.9	129	A
A4 3.0 TDI quattro	180	6-speed	Diesel	7.2	4.9	5.8	152	B
A4 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	6.8	5.1	5.7	149	B
A4 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	6.8	5.0	5.7	149	B
S4 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	10.7	6.6	8.1	190	D
Audi A4 Avant								
A4 Avant 1.8 TFSI	88	6-speed	Premium	8.6	5.5	6.6	154	C
A4 Avant 1.8 TFSI	88	multitronic, CVT	Premium	7.6	5.7	6.4	149	C
A4 Avant 1.8 TFSI	125	6-speed	Premium	7.7	5.2	6.1	141	B
A4 Avant 1.8 TFSI	125	multitronic, CVT	Premium	7.0	5.4	6.0	139	B
A4 Avant 1.8 TFSI quattro	125	6-speed	Premium	8.1	5.5	6.5	149	B
A4 Avant 2.0 TFSI flexible fuel	132	6-speed	Premium	8.2	5.3	6.4	149	C
A4 Avant 2.0 TFSI quattro flexible fuel	132	6-speed	Premium	11.3	7.3	8.8	144	B
A4 Avant 2.0 TFSI quattro flexible fuel	132	6-speed	Premium	9.0	5.8	6.9	162	C
A4 Avant 2.0 TFSI quattro flexible fuel	132	6-speed	Premium	12.4	7.9	9.5	157	C

Model	Power output (kW)	Transmission	Fuel	Fuel consumption (l/100 km)			CO ₂ emissions (g/km)	Efficiency class
				urban	extra urban	combined		
A4 Avant 2.0 TFSI	155	6-speed	Premium	8.2	5.3	6.4	149	C
A4 Avant 2.0 TFSI	155	multitronic, CVT	Premium	7.7	5.4	6.2	144	B
A4 Avant 2.0 TFSI quattro	155	6-speed	Premium	9.0	5.8	7.0	162	C
A4 Avant 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	8.7	6.0	7.1	163	C
A4 Avant 3.0 TFSI quattro	200	S tronic, 7-speed	Premium	11.2	6.8	8.4	197	E
A4 Avant 2.0 TDI	88	6-speed	Diesel	5.6	4.2	4.7	123	A
A4 Avant 2.0 TDI	100	6-speed	Diesel	5.3	3.9	4.4	116	A
A4 Avant 2.0 TDI	105	6-speed	Diesel	5.6	4.2	4.7	124	A
A4 Avant 2.0 TDI	105	multitronic, CVT	Diesel	5.6	4.5	4.9	129	A
A4 Avant 2.0 TDI quattro	105	6-speed	Diesel	6.1	4.7	5.3	138	B
A4 Avant 2.0 TDI	120	6-speed	Diesel	5.4	4.0	4.5	120	A
A4 Avant 2.0 TDI	130	6-speed	Diesel	5.7	4.3	4.8	126	A
A4 Avant 2.0 TDI	130	multitronic, CVT	Diesel	5.6	4.5	4.9	129	A
A4 Avant 2.0 TDI quattro	130	6-speed	Diesel	6.3	4.7	5.3	139	B
A4 Avant 3.0 TDI	150	6-speed	Diesel	6.4	4.4	5.2	135	A
A4 Avant 3.0 TDI	150	multitronic, CVT	Diesel	5.7	4.8	5.1	135	A
A4 Avant 3.0 TDI quattro	180	6-speed	Diesel	7.3	5.1	5.9	154	B
A4 Avant 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	7.0	5.2	5.9	154	B
A4 Avant 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	6.9	5.2	5.9	154	B
S4 Avant 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	11.1	6.8	8.4	197	D
RS 4 Avant 4.2 FSI quattro	331	S tronic, 7-speed	Super Plus	14.6	8.5	10.7	249	G
Audi A4 allroad quattro								
A4 allroad quattro 2.0 TFSI	155	6-speed	Premium	9.1	6.1	7.2	169	C
A4 allroad quattro 2.0 TFSI	155	S tronic, 7-speed	Premium	9.0	6.3	7.3	170	C
A4 allroad quattro 2.0 TDI	105	6-speed	Diesel	6.9	5.2	5.8	152	B
A4 allroad quattro 2.0 TDI	130	6-speed	Diesel	6.9	5.3	5.8	153	B
A4 allroad quattro 2.0 TDI	130	S tronic, 7-speed	Diesel	7.0	5.4	6.0	156	B
A4 allroad quattro 3.0 TDI	180	S tronic, 7-speed	Diesel	7.2	5.5	6.2	161	B
A4 allroad quattro 3.0 TDI clean diesel	180	S tronic, 7-speed	Diesel	7.1	5.4	6.0	159	B
Audi A5 Sportback								
A5 Sportback 1.8 TFSI	125	6-speed	Premium	7.5	4.9	5.8	136	B
A5 Sportback 1.8 TFSI	125	multitronic, CVT	Premium	7.0	5.2	5.9	136	B
A5 Sportback 2.0 TFSI	155	6-speed	Premium	8.3	5.1	6.3	144	B
A5 Sportback 2.0 TFSI	155	multitronic, CVT	Premium	7.7	5.3	6.2	144	B
A5 Sportback 2.0 TFSI quattro	155	6-speed	Premium	8.9	5.6	6.8	159	C
A5 Sportback 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	8.8	5.8	7.0	159	C
A5 Sportback 3.0 TFSI quattro	200	S tronic, 7-speed	Premium	10.7	6.6	8.1	190	D
A5 Sportback 2.0 TDI	105	6-speed	Diesel	5.4	4.0	4.5	119	A
A5 Sportback 2.0 TDI	105	multitronic, CVT	Diesel	5.7	4.4	4.8	127	A
A5 Sportback 2.0 TDI	130	6-speed	Diesel	5.5	4.1	4.6	120	A
A5 Sportback 2.0 TDI	130	multitronic, CVT	Diesel	5.7	4.4	4.8	127	A
A5 Sportback 2.0 TDI quattro	130	6-speed	Diesel	6.1	4.5	5.1	134	B
A5 Sportback 3.0 TDI	150	6-speed	Diesel	6.4	4.3	5.1	133	A
A5 Sportback 3.0 TDI	150	multitronic, CVT	Diesel	5.5	4.6	4.9	129	A
A5 Sportback 3.0 TDI quattro	180	6-speed	Diesel	7.2	4.9	5.8	152	B
A5 Sportback 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	6.8	5.1	5.7	149	B
A5 Sportback 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	6.9	5.1	5.8	152	B
S5 Sportback 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	10.7	6.6	8.1	190	D
Audi A5 Coupé								
A5 Coupé 1.8 TFSI	125	6-speed	Premium	7.4	4.8	5.7	134	B
A5 Coupé 1.8 TFSI	125	multitronic, CVT	Premium	6.9	5.1	5.8	134	B
A5 Coupé 2.0 TFSI	155	6-speed	Premium	8.3	5.1	6.3	144	C
A5 Coupé 2.0 TFSI	155	multitronic, CVT	Premium	7.7	5.0	6.0	140	B
A5 Coupé 2.0 TFSI quattro	155	6-speed	Premium	8.9	5.6	6.8	159	C
A5 Coupé 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	8.8	5.8	7.0	159	C
A5 Coupé 3.0 TFSI quattro	200	S tronic, 7-speed	Premium	10.7	6.6	8.1	190	D
A5 Coupé 2.0 TDI	130	6-speed	Diesel	5.5	4.1	4.6	120	A
A5 Coupé 2.0 TDI	130	multitronic, CVT	Diesel	5.5	4.3	4.7	123	A
A5 Coupé 2.0 TDI quattro	130	6-speed	Diesel	6.1	4.5	5.1	134	B
A5 Coupé 3.0 TDI	150	6-speed	Diesel	6.4	4.3	5.1	133	B
A5 Coupé 3.0 TDI	150	multitronic, CVT	Diesel	5.5	4.6	4.9	129	A
A5 Coupé 3.0 TDI quattro	180	6-speed	Diesel	7.3	4.9	5.8	151	B
A5 Coupé 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	6.8	5.1	5.7	149	B
A5 Coupé 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	6.8	5.0	5.7	149	B
S5 Coupé 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	10.7	6.6	8.1	190	D
RS 5 Coupé 4.2 FSI quattro	331	S tronic, 7-speed	Super Plus	14.4	8.3	10.5	246	G

Model	Power output (kW)	Transmission	Fuel	Fuel consumption (l/100 km)			CO ₂ emissions (g/km)	Efficiency class
				urban	extra urban	combined		
Audi A5 Cabriolet								
A5 Cabriolet 1.8 TFSI	125	6-speed	Premium	7.9	5.1	6.2	143	B
A5 Cabriolet 1.8 TFSI	125	multitronic, CVT	Premium	7.2	5.6	6.2	143	B
A5 Cabriolet 2.0 TFSI	155	6-speed	Premium	8.6	5.4	6.6	154	C
A5 Cabriolet 2.0 TFSI	155	multitronic, CVT	Premium	7.8	5.6	6.4	149	B
A5 Cabriolet 2.0 TFSI quattro	155	S tronic, 7-speed	Premium	8.8	6.1	7.2	164	C
A5 Cabriolet 3.0 TFSI quattro	200	S tronic, 7-speed	Premium	11.2	6.9	8.5	199	D
A5 Cabriolet 2.0 TDI	105	6-speed	Diesel	5.6	4.2	4.7	124	A
A5 Cabriolet 2.0 TDI	130	6-speed	Diesel	5.8	4.4	4.9	127	A
A5 Cabriolet 2.0 TDI	130	multitronic, CVT	Diesel	5.8	4.6	5.0	132	A
A5 Cabriolet 2.0 TDI quattro	130	6-speed	Diesel	6.5	4.9	5.4	142	A
A5 Cabriolet 3.0 TDI	150	multitronic, CVT	Diesel	5.8	4.9	5.2	138	A
A5 Cabriolet 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	7.0	5.2	5.9	154	B
S5 Cabriolet 3.0 TFSI quattro	245	S tronic, 7-speed	Premium	11.2	6.9	8.5	199	D
Audi Q5								
Q5 2.0 TFSI quattro	165	tiptronic, 8-speed	Premium	9.6	6.9	7.9	184	D
Q5 3.0 TFSI quattro	200	tiptronic, 8-speed	Premium	11.4	6.9	8.5	199	D
Q5 2.0 TDI	105	6-speed	Diesel	6.0	4.9	5.3	139	A
Q5 2.0 TDI quattro	130	6-speed	Diesel	6.8	5.4	5.9	154	B
Q5 2.0 TDI quattro	130	S tronic, 7-speed	Diesel	7.1	5.5	6.1	159	B
Q5 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	7.1	6.0	6.4	169	B
Q5 2.0 TFSI hybrid quattro	180 ²⁾	tiptronic, 8-speed	Premium	6.6	7.1	6.9	159	B
Audi A6 Sedan								
A6 2.0 TFSI	132	6-speed	Premium	8.3	5.4	6.5	151	C
A6 2.0 TFSI	132	multitronic, CVT	Premium	8.1	5.4	6.4	149	B
A6 2.8 FSI	150	6-speed	Premium	10.5	6.0	7.7	177	D
A6 2.8 FSI	150	multitronic, CVT	Premium	9.6	6.1	7.4	172	D
A6 2.8 FSI quattro	150	S tronic, 7-speed	Premium	10.7	6.5	8.0	187	D
A6 3.0 TFSI quattro	228	S tronic, 7-speed	Premium	10.8	6.6	8.2	190	D
A6 2.0 TDI	130	6-speed	Diesel	6.0	4.4	4.9	129	A
A6 2.0 TDI	130	multitronic, CVT	Diesel	6.0	4.4	5.0	132	A
A6 3.0 TDI	150	6-speed	Diesel	6.5	4.4	5.3	139	B
A6 3.0 TDI	150	multitronic, CVT	Diesel	5.8	4.6	5.1	133	A
A6 3.0 TDI quattro	150	S tronic, 7-speed	Diesel	6.7	5.0	5.7	149	B
A6 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	7.2	5.2	5.9	156	B
A6 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	7.3	5.1	5.9	156	B
A6 3.0 TDI quattro	230	tiptronic, 8-speed	Diesel	8.0	5.6	6.4	169	C
A6 2.0 TFSI hybrid	180 ²⁾	tiptronic, 8-speed	Premium	6.2	6.2	6.2	145	A
S6 4.0 TFSI quattro	309	S tronic, 7-speed	Premium	13.4	7.5	9.6	225	E
Audi A6 Avant								
A6 Avant 2.0 TFSI	132	6-speed	Premium	8.4	5.5	6.6	154	C
A6 Avant 2.0 TFSI	132	multitronic, CVT	Premium	8.2	5.5	6.5	152	B
A6 Avant 2.8 FSI	150	6-speed	Premium	10.5	6.0	7.7	177	D
A6 Avant 2.8 FSI	150	multitronic, CVT	Premium	9.6	6.1	7.4	172	C
A6 Avant 2.8 FSI quattro	150	S tronic, 7-speed	Premium	10.7	6.5	8.0	187	D
A6 Avant 3.0 TFSI quattro	228	S tronic, 7-speed	Premium	10.8	6.6	8.2	190	D
A6 Avant 2.0 TDI	130	6-speed	Diesel	6.1	4.5	5.0	132	A
A6 Avant 2.0 TDI	130	multitronic, CVT	Diesel	6.1	4.5	5.1	135	A
A6 Avant 3.0 TDI	150	6-speed	Diesel	6.5	4.4	5.3	139	A
A6 Avant 3.0 TDI	150	multitronic, CVT	Diesel	5.9	4.7	5.2	136	A
A6 Avant 3.0 TDI quattro	150	S tronic, 7-speed	Diesel	6.8	5.1	5.8	152	B
A6 Avant 3.0 TDI quattro	180	S tronic, 7-speed	Diesel	7.2	5.2	5.9	156	B
A6 Avant 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	7.3	5.1	5.9	156	B
A6 Avant 3.0 TDI quattro	230	tiptronic, 8-speed	Diesel	8.0	5.6	6.4	169	B
S6 Avant 4.0 TFSI quattro	309	S tronic, 7-speed	Premium	13.4	7.5	9.7	226	E
Audi A6 allroad quattro								
A6 allroad quattro 3.0 TFSI	228	S tronic, 7-speed	Premium	11.8	7.1	8.9	206	D
A6 allroad quattro 3.0 TDI	150	S tronic, 7-speed	Diesel	7.0	5.5	6.1	159	B
A6 allroad quattro 3.0 TDI	180	S tronic, 7-speed	Diesel	7.4	5.6	6.3	165	B
A6 allroad quattro 3.0 TDI clean diesel	180	S tronic, 7-speed	Diesel	7.4	5.6	6.3	165	B
A6 allroad quattro 3.0 TDI	230	tiptronic, 8-speed	Diesel	7.9	6.0	6.7	176	C

Model	Power output (kW)	Transmission	Fuel	Fuel consumption (l/100 km)			CO ₂ emissions (g/km)	Efficiency class
				urban	extra urban	combined		
Audi A7 Sportback								
A7 Sportback 2.8 FSI	150	multitronic, CVT	Premium	9.6	6.1	7.4	172	C
A7 Sportback 2.8 FSI quattro	150	S tronic, 7-speed	Premium	10.7	6.5	8.0	187	D
A7 Sportback 3.0 TFSI quattro	228	S tronic, 7-speed	Premium	10.8	6.6	8.2	190	D
A7 Sportback 3.0 TDI	150	multitronic, CVT	Diesel	5.9	4.7	5.1	135	A
A7 Sportback 3.0 TDI quattro	150	S tronic, 7-speed	Diesel	6.8	5.1	5.8	152	B
A7 Sportback 3.0 TDI quattro	180	tiptronic, 8-speed	Diesel	7.2	5.2	5.9	156	B
A7 Sportback 3.0 TDI clean diesel quattro	180	S tronic, 7-speed	Diesel	7.3	5.1	5.9	156	B
A7 Sportback 3.0 TDI quattro	230	tiptronic, 8-speed	Diesel	8.0	5.6	6.4	169	B
S7 Sportback 4.0 TFSI quattro	309	S tronic, 7-speed	Premium	13.4	7.5	9.6	225	E
Audi Q7								
Q7 3.0 TFSI quattro	200	tiptronic, 8-speed	Premium	14.4	8.5	10.7	249	E
Q7 3.0 TFSI quattro	245	tiptronic, 8-speed	Premium	14.4	8.5	10.7	249	E
Q7 3.0 TDI quattro	150	tiptronic, 8-speed	Diesel	8.2	6.5	7.2	189	B
Q7 3.0 TDI quattro	180	tiptronic, 8-speed	Diesel	8.6	6.7	7.4	195	B
Q7 3.0 TDI clean diesel quattro	180	tiptronic, 8-speed	Diesel	8.8	6.6	7.4	195	B
Q7 4.2 TDI quattro	250	tiptronic, 8-speed	Diesel	12.0	7.6	9.2	242	D
Audi A8								
A8 3.0 TFSI quattro	213	tiptronic, 8-speed	Premium	11.7	7.1	8.8	204	D
A8 4.0 TFSI quattro	309	tiptronic, 8-speed	Premium	13.0	7.3	9.4	219	E
A8 3.0 TDI	150	tiptronic, 8-speed	Diesel	7.4	5.2	6.0	158	B
A8 3.0 TDI quattro	184	tiptronic, 8-speed	Diesel	7.9	5.6	6.4	169	B
A8 3.0 TDI clean diesel quattro	184	tiptronic, 8-speed	Diesel	8.1	5.6	6.4	169	B
A8 4.2 TDI quattro	258	tiptronic, 8-speed	Diesel	9.3	6.3	7.4	195	C
S8 4.0 TFSI quattro	382	tiptronic, 8-speed	Premium	14.4	7.6	10.1	235	E
A8 2.0 TFSI hybrid	180 ²⁾	tiptronic, 8-speed	Premium	6.4	6.2	6.3	147	A
Audi A8 L								
A8 L 3.0 TFSI quattro	213	tiptronic, 8-speed	Premium	11.7	7.1	8.8	205	D
A8 L 4.0 TFSI quattro	309	tiptronic, 8-speed	Premium	13.1	7.4	9.5	221	E
A8 L 3.0 TDI quattro	184	tiptronic, 8-speed	Diesel	7.9	5.7	6.5	171	B
A8 L 3.0 TDI clean diesel quattro	184	tiptronic, 8-speed	Diesel	8.1	5.7	6.5	171	B
A8 L 4.2 TDI quattro	258	tiptronic, 8-speed	Diesel	9.4	6.4	7.5	198	C
A8 L W12 quattro	368	tiptronic, 8-speed	Premium	16.6	9.1	11.9	277	G
Lamborghini Gallardo								
Gallardo LP 550-2	405	6-speed	Super Plus	22.0	9.9	14.4	341	G
Gallardo LP 550-2	405	e-gear, 6-speed	Super Plus	20.1	9.2	13.3	315	G
Gallardo LP 560-4	412	6-speed	Super Plus	22.6	10.2	14.7	351	G
Gallardo LP 560-4	412	e-gear, 6-speed	Super Plus	20.7	9.6	13.7	325	G
Gallardo LP 570-4 Superleggera	419	6-speed	Super Plus	22.2	10.0	14.4	344	G
Gallardo LP 570-4 Superleggera	419	e-gear, 6-speed	Super Plus	20.4	9.4	13.5	319	G
Gallardo LP 570-4 Super Trofeo Stradale	419	6-speed	Super Plus	22.2	10.0	14.4	344	G
Gallardo LP 570-4 Super Trofeo Stradale	419	e-gear, 6-speed	Super Plus	20.4	9.4	13.5	319	G
Lamborghini Gallardo Spyder								
Gallardo LP 550-2 Spyder	405	6-speed	Super Plus	22.7	10.3	14.8	354	G
Gallardo LP 550-2 Spyder	405	e-gear, 6-speed	Super Plus	20.8	9.7	13.8	330	G
Gallardo LP 560-4 Spyder	412	6-speed	Super Plus	22.7	10.3	14.8	354	G
Gallardo LP 560-4 Spyder	412	e-gear, 6-speed	Super Plus	20.8	9.7	13.8	330	G
Gallardo LP 570-4 Spyder Performante	419	6-speed	Super Plus	22.4	10.1	14.6	350	G
Gallardo LP 570-4 Spyder Performante	419	e-gear, 6-speed	Super Plus	20.5	9.6	13.6	327	G
Lamborghini Aventador								
Aventador LP 700-4	515	ISR, 7-speed	Super Plus	27.3	11.3	17.2	398	G

1) Contains restrictions with regard to optional extras.

2) Total system output (briefly)

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the guide "Information on the fuel consumption and CO₂ emissions of new cars," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Schornhausen, Germany.

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