March 2024

Audi in China

Fact & Figures (as of December 31, 2023)

- Founded: 2009
- Total sales Chinese market 2023: 729,042 vehicles (incl. Hong Kong)
- Total production (2023): 669,902 automobiles
- President: Dr. Johannes Roscheck (from April1st, 2024)
- Employees: over 600
- Good to know: Audi was the first foreign manufacturer in the premium segment with local production in China.

Current model series in China

Audi A3 Sportback, Audi A3 Sedan, Audi A4 L, Audi A4 Allroad, Audi A4 Avant, Audi RS 4 Avant*, Audi A5 Sportback, Audi A5 Coupé, Audi A5 Cabrio, Audi RS 5 Sportback*, Audi RS 5 Coupé*, Audi A6 L, Audi A6 Avant, Audi A6 Allroad, Audi RS 6 Avant*, Audi A7 L, Audi A7, Audi RS 7*, Audi A8 L, Audi Q2 L, Audi Q3, Audi Q3 Sportback, Audi Q5 L, Audi Q5 L Sportback, Audi Q6 Roadjet, Audi Q7, Audi Q8, Audi RS Q8*, Audi Q4 e-tron*, Audi Q5 e-tron Roadjet, Audi R8, Audi e-tron GT quattro*, Audi RS e-tron GT*; S-models: Audi S4 Sedan*, Audi S4 Avant*, Audi S5 Sportback*, Audi S5 Coupé*, Audi S5 Cabrio*, Audi SQ5*, Audi SQ5 Sportback*, Audi S6 Sedan*, Audi S7 Sportback*, Audi S8 L, Audi SQ7*

Profile of location

The Chinese market has particular strategic importance for Audi. That’s why Audi cooperates with two partners to produce locally in addition to developing market-specific technologies and managing sales of its vehicles directly in the market. AUDI AG is represented in the world's largest single market by the subsidiary Audi China in Beijing, the joint venture FAW-Volkswagen with headquarters in Changchun, and since 2021, SAIC Volkswagen in Shanghai. As a result of the two-partner strategy implemented in 2021, Audi possesses its largest model portfolio in China to date. With the Audi FAW NEV Company, Audi is laying important groundwork for expansion of the local e-product portfolio and is building a new production plant for all-electric Audi models based on the PPE platform.

Audi in the Chinese market

The history of Audi in China goes back a long way: the company has had a presence there for more than 30 years. In 1988, it began its cooperation with the Chinese automaker First Automotive Works (FAW). As such, Audi was the first foreign premium manufacturer in the market and also the first to adapt its product portfolio to the specific needs of Chinese customers, for example by offering Audi models with extended wheelbases.

AUDI AG is represented in Beijing by its 100%-owned subsidiary, Audi China. More than 600 employees at Audi China coordinate the cooperation between AUDI AG and its partners, the joint venture FAW-Volkswagen with head office in Changchun and – since 2021 – SAIC Volkswagen in Anting (Shanghai). With its two partners, Audi manufactures vehicles at a total of six locations: Changchun, Foshan, Tianjin, Qingdao, Anting (Shanghai), and Ningbo.

One of the main focuses of the company is on the intensification of local research and development activities in order to offer market-specific technologies and products for the Chinese market. Audi China R&D develops models, products, and technologies that are specifically adapted to local customer requirements. Audi places particular emphasis on developing electronics, advanced driver assistance systems, market-specific connectivity features, and extended smart-cockpit features, i.e., intelligent operating and comfort functionalities. To integrate technologies and services from the digital Chinese ecosystem into its vehicles, Audi also enters joint ventures with Chinese tech corporations.

In 2023, the brand with the four rings delivered 729,042 cars in China (Chinese market including Hong Kong).

Audi production locations

As the first premium manufacturer in the market, Audi was quick to embrace local production of market-specific models and brought innovative automotive and manufacturing technologies to China.

Audi models are currently being manufactured at a total of six production sites belonging to the two partners, FAW and SAIC: Changchun, Foshan, Tianjin, Qingdao, Anting (Shanghai), and Ningbo – with a current production capacity of over 600,000 vehicles. With the construction of the Audi FAW NEV Company in Changchun as a new production site for all-electric models, Audi is expanding its capacities by a further 150,000-plus cars in the lead-up to the planned start of production at the end of 2024.

Automobile production in the joint venture with FAW-Volkswagen in **Changchun** in northeastern China encompasses the four principal areas of car manufacturing: pressing, body construction, paintwork, and assembly.

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With the establishment of the **Audi FAW NEV Company Ltd.**, a state-of-the-art manufacturing facility is also being built in **Changchun** for all-electric Audi models. The plant, which started pre-series production at the beginning of 2024, is being constructed on a site of around 150 hectares and, as the newest production facility, it is setting new standards in terms of digitalization, efficiency, and sustainability. A central IT system that also includes the neighboring supplier park helps in efficiently controlling and monitoring all production steps. The cross-site environmental program “Mission:Zero” sets the parameters for sustainability, ensuring vehicle production will be net carbon neutral. With an annual capacity of more than 150,000 vehicles, the new location will make a key contribution to the further electrification of the Audi product portfolio in China. From late 2024, its production lines will be turning out mid- and top-range electric models based on the PPE (Premium Platform Electric) platform. The Audi FAW NEV Company is the first joint venture with a majority Audi holding in China.

Finished at the end of 2013, the FAW-Volkswagen plant in the southern Chinese city of **Foshan** manufactures the Audi Q2 L based on the MQB platform and since 2019 the electric Audi Q2 L e-tron. In addition, the Audi Q4 e-tron* is produced in Foshan.

Meanwhile, the Audi Q3 and the Audi Q3 Sportback* are manufactured at a plant in **Tianjin** in northern China, which opened in 2018.

At **Tianjin**, the Audi transmission plant has also been manufacturing 7-gear S tronic transmissions at Volkswagen Automatic Transmission (Tianjin) Corporation Ltd. (VWATJ) for the locally produced Audi A4 L, Audi A6 L, and Audi Q5 L models since 2016.

Qingdao is the youngest location in the production network of FAW-Volkswagen. Opened in 2018, the plant is situated in Jimo, around 60 kilometers from Qingdao. In addition to automobile production with the Audi A3 Sportback* and the Audi A3 L Sedan, the plant also possesses manufacturing facilities for high-voltage batteries.

Alongside cars from other Group brands, Chinese partner SAIC manufactures Audi models at two of its plants in **Anting (Shanghai)**. The plant where the Audi A7 L is manufactured covers a total of 448,900 square meters (536,900 sq yd). The manufacturing facility for electric vehicles in Anting has been making an all-electric Audi model exclusively for China in the form of the Audi Q5 e-tron. On a total area of 406,000 square meters (485,600 sq yd), the electric vehicle plant includes production areas such as a press shop, body construction, a paint shop, a final assembly line, and a battery assembly facility.

SAIC manufactures the Audi Q6 Roadjet in Ningbo. The **Ningbo** plant is located in a developing area located on Hangzhou Bay. It has a press shop, body construction, paint shop, and assembly hall, as well as a technology center, training center, and energy center.

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Electrification in China

In 2022, Audi expanded its portfolio of battery electric vehicles (BEVs) by including the Audi Q4 e-tron*, which will also be manufactured on site. Together with its partner SAIC, Audi is offering the Q5 e-tron as a market-exclusive model. In 2023, Audi introduced the Audi e-tron GT quattro* in the Chinese market, which will be imported. As the next step in its electrification strategy, the Audi FAW NEV Company in Changchun will manufacture all-electric medium- and top-range models based on the Premium Platform Electric (PPE). Following the completion of the new plant in late 2024, three market-specific models from the Audi A6 e-tron and Audi Q6 e-tron ranges will be made there initially.

To promote the rapid development of a nationwide charging infrastructure, Audi is relying in part on brand-exclusive quick-charging stations, the Audi Charging Stations. In this way, Audi is building a nationwide high-power charging (HPC) network with a top charging power of up to 360 kW and a maximum voltage of 1,000 V. Audi has continued to expand its premium charging network in China, which has grown considerably in 2023 to deliver fast, convenient, and worry-free charging. By the end of 2023, the Audi-branded charging network already has 600 fast charging pillars deployed in over 30 cities across the country, with charging services accessible via its premium digital ecosystem involving the Audi MMI and Audi App. For maximum convenience, the charging stations feature Plug and Charge, which starts charging automatically with no need for an app or map verification.

Partnerships in sales, marketing, service

The global concept Audi Progressive Retail, embodied by a completely new, inviting, and progressive showroom architecture, interactive digital elements, and employees to spark enthusiasm for new technologies, will be gradually localized and rolled out in China and be tailored to Chinese customer demands in digitalization, electrification, and personalization.

With the foundation of the FAW Audi Sales Company, Audi has been consolidating its sales activities in China in Hangzhou in the southeast of the country since the end of 2022. This makes Hangzhou, a dynamic and innovative metropolis with a population of ten million, another attractive Audi location in China. To provide a holistic customer journey in China, the Four Rings have also continuously upgraded their offline touchpoints and expanded their innovative sales setup to deliver a progressive retail experience.

By the end of 2023, FAW Audi has upgraded over 540 4S dealerships in the latest brand design language and opened eight city showrooms.

Meanwhile, SAIC Audi also diversified its network format, establishing the "SAIC Audi Customer Center" to provide users with comprehensive brand and product experiences. Currently, SAIC Audi operates nearly 160 points of sale covering over 80 prioritized premium automotive cities. SAIC Audi's customer journey is flanked by innovative retail formats.

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On January 1, 2022, SAIC Audi opened the House of Progress (HoP) in Shanghai, the largest store of its kind in the world: The new flagship store offers a fascinating brand experience on an area of 2,400 square meters. The concept consists of an extraordinary mixture, characterized by art and high-tech. In addition to the experiential character, the House of Progress is also intended to stand for efficient customer service and symbolically demonstrate the quality and customer proximity of SAIC Audi in all phases of the customer life cycle.

In addition to models that Audi produces locally, 30 other models are available in China as imports.

Research and development

Since 2013, Audi has relied on its own local development team in China, which develops market-specific models and technologies.

Audi is continuously intensifying its development activities in China with a clear product and technology roadmap. At the end of 2022, the Audi China development team moved into a new development center in Beijing, the Audi China Building. Located in the Chinese capital's northern Central Business District, the 6,000-square-meter building houses a design studio, an electronics development laboratory, and predevelopment workshops, among other things. In the development of future technologies, Audi China R&D is investing systematically in the following areas: smart cockpits, local adaptation, and market-specific contents of new electronics architectures, China-specific driver assistance systems and automated driving systems, customized connectivity offerings, and local homologation. In addition, Audi uses synergies within the VW Group in China and works with the corporation-wide Hub CARIAD software hub.

In the areas of connectivity and infotainment in particular, Audi is expanding its cooperation with local tech companies and start-ups. To this end, Audi China R&D is collaborating with leading Chinese tech companies, such as Tencent for integration of WeChat into Audi models. The Android-based open service platform seamlessly integrates apps and WeChat mini-programs into the MMI and allows third-party providers to develop customized WeChat mini-programs for the Audi MMI.

Environmental and social commitment

Sustainability

Audi in China will do its part in support China in achieving its goal to have peak CO_2 emissions by 2030 and achieve carbon neutrality by 2060. Audi continues to improve energy efficiency in China, expand the application of renewable energy in its production sites, and reduce and compensate emissions from the whole value chain through various measures. In terms of resource management, Audi strives to improve land use efficiency and optimize logistics and transportation by compactly arranging production departments and establishing joint workshops as far as possible.

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The future production plant for electric models of the Audi FAW NEV Company in **Changchun** will set new standards in efficiency and sustainability. As part of Audi's company-wide environmental program, “Mission Zero,” Audi is pursuing sustainable and environmentally friendly manufacturing with the goal of carbon-neutral automobile production. A significant proportion of the building’s energy supply will be generated in-house, among other sources, via photovoltaic systems on the roofs of the plant.

Also at the Changchun location, the new Q-Factory production site for Audi SUV models was commissioned in 2018. It is equipped with state-of-the-art technologies, including the EcoDryScrubber dry separation system employed in the paint shop.

Investments have also been made in resource conservation in existing buildings, such as the use of residual heat and a more efficient dryer in the paint shop. Its paint workshop has one of the world’s highest levels of automation for an automotive workshop, with an automation rate of over 80%. As a result of the various energy efficiency measures, around 100,000 metric tons of CO_2 are saved at the Changchun site every year.

The factory in **Foshan** was also built according to environmental precepts, employing technologies such as heat recovery, a closed process water circuit, and integrated recycling. A ten-megawatt solar power system was installed on the factory roofs back in 2015.

Since 2017, the ultra-modern E-Cube paint separation technique has been used at the paint shop in **Foshan**, which significantly reduces energy demand and water consumption compared to conventional methods. Modern, electrically operated servo presses are used at the pressing plant, reducing oil consumption and machine wear. As a result of these and other measures, Audi saves some 26,500 metric tons of CO_2 at Foshan every year.

The MEB plant is supplied with 100% renewable electricity through onsite solar photovoltaics (PV) installation as well as the direct purchase of renewable electricity and certificates.

Audi China’s Logistics Department has launched LOGISTICS, an upgraded product shipping and packaging solution that helps reduce carbon emissions with environmentally friendly packaging, and it has effectively rolled out LOGISTICS at local plants. At Audi's three principal import harbors, the brand’s digitalization and sustainability are continuously advanced with actions in different areas, including digital upgrades, electrification transformation, new energy development, and human-oriented employee improvement.

With its CSR strategy, Audi China is also committed to environmental protection. Audi China has joined the cause to support the Volkswagen Group’s Green Belt project. As of 2023, the project has completed a total of 2.55 Mio trees afforested, with a gross afforestation area of 12 Mio square meters. Adhering to the corporate social responsibility vision of “To Enlighten A Beautiful Life,” Audi China launched a new corporate social responsibility program—the Audi China Biodiverse City Program in May 2023 and is committed to actively implementing corporate social responsibility and advocating a green lifestyle.

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History

1988	On August 13, AUDI AG and First Automotive Works (FAW) sign the agreements for the manufacture under license of the Audi 100 in Changchun. Start of assembly of Audi 100 from imported parts kits at FAW plant and establishment of service network.
1995	Audi acquires 10-percent share in FAW-Volkswagen joint venture, which was founded in 1991. FAW has 60 percent holding, Volkswagen 30 percent.
1996	Start of production of Audi 200 (an adapted Audi 100 with V6 engine) in FAW-Volkswagen joint venture.
1999	Start of production of Audi A6 in China. Specially developed for China, the model has an extended wheelbase.
2003	Market launch of Audi A4 manufactured in Changchun.
2005	Market entry of next generation of Audi A6. The long version manufactured in China is given the new name of Audi A6 L.
2006	Foundation of Audi Sales Division (ASD) as independent marketing and sales department in FAW-Volkswagen joint venture.
2009	Market launch of Audi A4 L, the first long version of a premium automobile in the upper mid-range category. Foundation of Audi China in Beijing as 100% subsidiary of AUDI AG.
2010	Market launch of Audi Q5 manufactured in Changchun. In October, Audi and FAW-Volkswagen celebrate the delivery of the millionth Audi in China.
2012	Market launch of next generation of Audi A6 L.
2013	Opening of Audi City Beijing and Audi China R&D. Market launch of Audi Q3 manufactured in Changchun.

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	25 years of Audi in China. Delivery of two millionth Audi in China.
2014	Market launch of the Audi A3 Sportback* and Audi A3 Sedan* models manufactured in Foshan.
2015	Delivery of three millionth Audi in China. With the imported Audi A3 e-tron, the e-tron era dawns in China. Keynote by Audi at first CES Asia in Shanghai.
2016	Market launch of next generation of Audi A4 L. First Chinese brand summit in Shanghai. Start of production of first locally produced PHEV model, the Audi A6 L e-tron. Inauguration of first local Audi gear works in Tianjin.
2017	Market launch of Audi Q7 e-tron (import). Launch of Audi on demand+ in Beijing.
2018	Receipt of two test licenses for highly automated driving (Level 4) in Wuxi and Beijing. Launch of locally manufactured Audi Q2 L. Launch of Audi Q5 with extended wheelbase. World premiere of Audi Q8 in Shenzhen. Inauguration of Q-Factory in Changchun.
2019	World premiere of Audi AI:ME concept at Auto Shanghai. World premiere of China-specific generation of Audi connect. Launch of Audi e-tron* (imported). Launch of locally manufactured new Audi Q3. Launch of locally manufactured new Audi A6 L. Launch of locally manufactured Audi Q2 L e-tron.
2020	Delivery of six millionth Audi in China. Start of local production of Audi e-tron*. Annual sales exceed 700,000 vehicles for first time. Foundation of Audi FAW NEV Company Ltd.
2021	Launch of two-partner strategy with new partner SAIC and complementary model portfolio to the cooperation with FAW and existing model portfolio. Delivery of seven millionth Audi in China.

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	Opening of first Audi Urban Showroom with partner SAIC. Start of production of Audi A7 L and Audi Q5 Roadjet e-tron at SAIC location in Anting (Shanghai). Start of production of Audi Q4 e-tron* with FAW in Foshan. Demonstration of development testing of Level 4 automated driving on public roads using 5G technology in Wuxi.
2022	Groundbreaking ceremony for new production site in Changchun. With construction set to finish by the end of 2024, this will be the first automotive plant in China where only all-electric Audi models roll off the line. Relocation of Audi China development team to new development center, the Audi China Building. Market launch of electric models Q5 Roadjet e-tron, Q4 e-tron*, and RS e-tron GT*. Construction of a brand-owned quick-charging network and commissioning of the first HPC stations: Audi Charging Stations.
2023	Audi FAW NEV company completed the construction of the factory and the installation of all production facilities. Audi-branded charging network deployed 600 fast charging pillars in over 30 cities across China. FAW Audi has upgraded over 540 4S dealerships and opened eight city showrooms. SAIC Audi operates nearly 160 points of sale covering over 80 prioritized premium automotive cities. Strategic memorandum of understanding with both Chinese joint venture partners FAW and SAIC to further expand existing cooperations.

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Audi production in Changchun

FAW-Volkswagen Automotive Company Ltd.

Founded: 1988

Plant manager: Gao Qizheng, Juergen Russer

Models: Audi A4 L, Audi A6 L, Audi Q5 L, Audi Q5 L Sportback, Audi e-tron*

Production (2023): 472,435 vehicles

Audi production in Foshan

FAW-Volkswagen Automotive Company Ltd.

Founded: 2013

Plant manager: Wang Wei, Stefan Depka

Models: Audi Q2 L, Audi Q2 L e-tron, Audi Q4 e-tron*

Production (2023): 40,624 vehicles

Audi production in Tianjin

FAW-Volkswagen Automotive Company Ltd.

Founded: 2018

Plant manager: Dr. André Richter

Models: Audi Q3, Audi Q3 Sportback*

Production (2023): 63,713 vehicles

Audi production in Qingdao

Location: FAW-Volkswagen Automotive Company Ltd.

Founded: 2018

Plant manager: Liu Dong, Bruno Torres

Models: Audi A3 Sportback*, Audi A3 L Sedan

Production (2023): 63,897 vehicles

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Audi production in Anting (Shanghai)

SAIC Volkswagen Automotive Company Ltd.

Founded: 2021 (start of production of Audi A7L: September 2021)

Plant manager: Cheng Liang (Anting plant), Xu Zhiqin, Oliver Wollinsky (MEB plant)

Models: Audi A7 L, Audi Q5 e-tron

Production (2023): 19,281 (Anting plant), 5,506 (MEB plant) vehicles

Audi production in Ningbo

SAIC Volkswagen Automotive Company Ltd.

Since: 2022

Plant manager: Chen Jianfeng, Frank Schemmel

Models: Audi Q6 Roadjet

Production (2023): 5,151 vehicles

Audi electric vehicles production in Changchun

Audi FAW NEV Company Ltd.

Founded: 2021; construction started in 2022

Plant manager: Helmut Stettner

Models: all-electric Audi models starting from Audi A6 e-tron and

Audi Q6 e-tron series

Planned annual production capacity: more than 150.000 vehicles

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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segment. The brands Audi, Bentley, Lamborghini, and Ducati produce at 21 locations in 12 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2023, the Audi Group delivered 1.9 million Audi vehicles, 13,560 Bentley vehicles, 10,112 Lamborghini vehicles, and 58,224 Ducati motorcycles to customers. In the 2023 fiscal year, Audi Group achieved a total revenue of €69.9 billion and an operating profit of €6.3 billion. Worldwide, an annual average of more than 87,000 people worked for the Audi Group in 2023, more than 53,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.

Fuel/electric power consumption and emissions values of the models named above:

Audi RS 4 Avant
Combined fuel consumption in l/100 km: 10.1-9.6 *(23.3-24.5 US mpg)*;
combined CO_2 emissions in g/km: 229-217 *(368.5-349.2 g/mi)*; CO_2 class: G

Audi RS 5 Sportback
Combined fuel consumption in l/100 km: 10.0-9.5 *(23.5-24.8 US mpg)*;
combined CO_2 emissions in g/km: 226-215 *(363.7-346.0 g/mi)*; CO_2 class: G

Audi RS 5 Coupé
Combined fuel consumption in l/100 km: 9.8-9.3 *(24.0-25.3 US mpg)*;
combined CO_2 emissions in g/km: 223-211 *(358.9-339.6 g/mi)*; CO_2 class: G

Audi RS 6 Avant
Combined fuel consumption in l/100 km: 12.7-12.1*(18.5-19.4 US mpg)*;
combined CO_2 emissions in g/km: 289-276 *(465.1-444.2 g/mi)*; CO_2 class: G

Audi RS 7
Combined fuel consumption in l/100 km: 12.6-12.0 *(18.7-19.6 US mpg);*
combined CO_2 emissions in g/km: 285-272 *(458.7-437.7 g/mi)*; CO_2 class: G

Audi RS Q8
Combined fuel consumption in l/100 km: 13.6-13.2 *(17.3-17.8 US mpg);*
combined CO_2 emissions in g/km: 308-300 *(495.7-482.8 g/mi)*; CO_2 class: G

Audi Q4 e-tron
Combined power consumption in kWh/100 km: 19.5-16.2 (WLTP);
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi e-tron GT quattro
Combined power consumption in kWh/100 km: 21.6-19.6 (WLTP);
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi RS e-tron GT
Combined power consumption in kWh/100 km: 21.1-19.8 (WLTP);
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi S4 Sedan
Combined fuel consumption in l/100 km: 7.2-6.9 *(32.7-34.1 US mpg);*
combined CO_2 emissions in g/km: 190-182 *(305.8-292.9 g/mi);* CO_2 class: G

Audi S4 Avant
Combined fuel consumption in l/100 km: 7.5-7.2 *(31.4-32.7 US mpg);*
combined CO_2 emissions in g/km: 197-188 *(317.0-302.6 g/mi);* CO_2 calss: G

Audi S5 Sportback
Combined fuel consumption in l/100 km: 7.4-7.1 *(31.8-33.1 US mpg)*;
combined CO_2 emissions in g/km: 191-182 *(307.4-292.9 g/mi);* CO_2 class: G

Audi S5 Coupé
Combined fuel consumption in l/100 km: 7.3-7.0 *(32.3-33.6 US mpg)*;
combined CO_2 emissions in g/km: 194-185 *(312.2-297.7 g/mi);* CO_2 class: G

Audi S5 Cabrio
Combined fuel consumption in l/100 km: 9.4-9.0 *(25.0-26.1 US mpg)*;
combined CO_2 emissions in g/km: 212-204 *(341.2-328.3 g/mi);* CO_2 class: G

Audi SQ5
Combined fuel consumption in l/100 km: 8.5-8.1 *(27.7-29.0 US mpg)*;
combined CO_2 emissions in g/km: 222-211 *(357.3-339.6 g/mi*); CO_2 class: G

Audi SQ5 Sportback
Combined fuel consumption in l/100 km: 8.5-8.1 *(27.7-29.0 US mpg)*;
combined CO_2 emissions in g/km: 222-211 *(357.3-339.6 g/mi);* CO_2 class: G

Audi S6 Sedan
Combined fuel consumption in l/100 km: 7.3-6.9 *(32.2-34.1 US mpg)*;
combined CO_2 emissions in g/km: 191-182 *(307.4-292.9 g/mi);* CO_2 class: G

Audi S7 Sportback
Combined fuel consumption in l/100 km: 7.4-7.1 *(31.8-33.1 US mpg)*;
combined CO_2 emissions in g/km: 285-274 *(458.7-441.0 g/mi);* CO_2 class: G

Audi SQ7
Combined fuel consumption in l/100 km: 12.7-12.0 *(18.5-19.6 US mpg)*;
combined CO_2 emissions in g/km: 290-272 *(466.7-137.7 g/mi);* CO_2 class: G