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Better efficiency and longer range: technical update for the Audi e-tron

- **Standard efficiency measures cut consumption**
- **Customers enjoy an extra 25 kilometers *(15.5 mi)* of range in the WLTP cycle**
- **S line exterior package provides an even more dynamic look**

Ingolstadt, November 28, 2019 – Just in time for the premiere of the e-tron Sportback, Audi is introducing a standard technical update for its first electric product line. This combines optimized drive system hardware with software adjustments to improve efficiency. As a result, all versions of the e-tron SUV will come off the assembly line with an extra 25 kilometers *(15.5 mi)* or so of range. The new models are available now to customers in Europe.**

"Every detail counts" – that was the principle that engineers working on the Audi e-tron applied as they succeeded in extending its range yet further. Future versions of the Audi e-tron 55 quattro** will be able to drive for up to 436 kilometers *(270.9 mi)* on a full battery charge (WLTP cycle), which is an additional 25 kilometers *(15.5 mi)* over its previous capability. Thanks to a new type of wheel brake, the developers have achieved further reductions in what is known as residual brake torque. This refers to losses that occur as a result of the proximity of the brake calipers to the brake discs. The drive system has also become more efficient. In normal driving, the motor on the rear axle provides propulsion as standard. Now, thanks to a number of optimizations, the front electric motor is almost entirely disengaged and disconnected from the electricity supply. Only when the driver requests more power do both motors spring into action. Running without power or drag losses, the major advantage of the asynchronous motor concept, is even more effective as a result. In addition, the usable range of the high-voltage battery has increased. The battery in the Audi e-tron 55 quattro** has a total capacity of 95 kWh and now gives customers access to a net power figure of 86.5 kWh. All newly produced models will benefit from the technical upgrade. There is no change to prices for the Audi e-tron 55 quattro**, which start at €80,900.

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

***** *Information on fuel/power consumption and CO_2 emissions in ranges depending on the chosen equipment level of the car.*

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

Highly efficient thermal management
The engineers have also made improvements to cooling. The highly flexible thermal management system, which comprises four separate circuits, has been revised and now regulates the temperature of the high-voltage components even more efficiently. Volume flows in the coolant circuit have been reduced, which means that the pump uses less power. The sophisticated cooling system continues to guarantee rapid DC charging, a long battery life cycle and reproducible performance even under heavy loads. The standard heat pump harnesses waste heat from the high-voltage battery to keep the interior warm. Depending on the outside temperature, that can boost the Audi e-tron's range by up to ten percent in customer operation.

Improved coasting recuperation
The innovative recuperation system contributes to up to 30 percent of overall range. The Audi e-tron can recover energy in two ways: by means of coasting recuperation when the driver releases the accelerator, or by means of braking recuperation when the brake pedal is depressed. In both cases, the electric motors function as generators and convert kinetic energy into electrical energy. During deceleration actions of up to 0.3 *g* – which applies to over 90 percent of such actions in everyday driving – the high-voltage battery is charged by the electric motors, which act as generators. The recuperation system provides for variable regulation of energy recuperation between both electric motors, both in coasting mode and during braking. The degree of coasting recuperation can be set to any of three stages by means of paddles on the steering wheel, and there are now greater distinctions between the three, which allows the driver the option of a more pronounced "one-pedal feeling." When braking from 100 km/h *(62.1 mph)*, the Audi e-tron can recuperate up to 300 Nm *(221.3 lb-ft)* and 220 kW. That corresponds to more than 70 percent of its operating energy input.

Sporty S line
The S line exterior package emphasizes the sporty DNA of the Audi e-tron. The new equipment version is available now and features 20-inch wheels and sport air suspension. The more distinctively contoured bumper is flanked by bigger and more expressive air curtains, which improve air flow. They extend below the headlights, thereby creating a dynamic appearance even from a distance. An S line emblem adorns the radiator grille, while the illuminated aluminum door sill trims feature an #S logo. The spoiler fitted as standard and a striking diffuser at the rear contribute to the outstanding aerodynamics of the e-tron Sportback. In contrast to the basic model, the attachments on the S line exterior are painted in the exterior body color, including the wheel arch trims, door sills, bumpers and exterior mirrors. The optional black styling package also accentuates the area of the Singleframe, the side windows and the bumper. The exterior mirror housings are also available in black as an option.

Second output level
At market launch of the e-tron Sportback, Audi will be offering a second motor variant. The e-tron 50 quattro**, available as an SUV or Sportback coupé, delivers 230 kW of power and 540 Nm *(398.3 lb-ft)* of torque (combined electric power consumption in kWh/100 km *(62.1 mi)**: 26.6 – 21.6 (WLTP); 24.3 – 21.4 (NEFZ); combined CO_2 emissions in g/km: 0). The model can accelerate from 0 to 100 km/h *(62.1 mph)* in 6.8 seconds and has a top speed of 190 km/h *(118.1 mph)*. The battery comprises 27 modules, each with twelve prismatic cells. The system is roughly 120 kilograms *(264.6 lb)* lighter than the one in the sister model and provides 71 kWh of gross power (64.7 kWh net). As a result, the Audi e-tron 50** can cover up to 336 kilometers *(208.8 mi)* on a full charge in the WLTP cycle, while the Sportback version can reach 347 kilometers *(215.6 mi)* thanks to its streamlined body. The Audi e-tron 50 quattro** is available now starting from €69,100, while prices for the Audi e-tron Sportback 50 quattro** begin at €71,350. As a result, both models qualify for the *Umweltbonus* subsidy offered in Germany.

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Fuel consumption of the models listed
(Information on fuel/power consumption and CO_2 emissions in ranges depending on the chosen equipment level of the car.)

Audi e-tron Sportback 55 quattro
Combined electric power consumption in kWh/100 km *(62.1 mi)*: 26.0 - 21.9 (WLTP); 22.7 – 20.6 (NEFZ)
Combined CO_2 emissions in g/km (g/mi): 0

Audi e-tron Sportback 50 quattro
Combined electric power consumption in kWh/100 km *(62.1 mi)*: 26.3 - 21.6 (WLTP); 23.9 – 21.4 (NEFZ)
Combined CO_2 emissions in g/km (g/mi): 0

Audi e-tron 55 quattro
Combined electric power consumption in kWh/100 km *(62.1 mi)*: 26.4 – 22.4 (WLTP); 23.1 – 21.0 (NEFZ);
Combined CO_2 emissions in g/km: 0

Audi e-tron 50 quattro
Combined electric power consumption in kWh/100 km *(62.1 mi)*: 26.6 – 22.4 (WLTP); 24.3 – 21.9 (NEFZ);
Combined CO_2 emissions in g/km: 0

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The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO_2 emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO_2 emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit www.audi.de/wltp.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO_2 emissions and the performance figures for the vehicle.

Further information on official fuel consumption figures and the official specific CO_2 emissions of new passenger cars can be found in the “Guide on the fuel economy, CO_2 emissions and power consumption of new passenger car models”, which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany and at www.dat.de.

The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.
