

Bundle of energy: the A3 allstreet 40 TFSI e

- **Powerful:** 150 kW (204 PS) system output and a purely electric range of almost 140 kilometers
- **Fast:** DC charging with up to 50 kW** and AC charging with up to 11 kW
- **Distinctive:** off-road look and increased ride height

Ingolstadt, November 12, 2024 - With its characteristic off-road design and increased ground clearance, the A3 allstreet sets itself apart from the derivatives of the A3 family at first glance. The crossover is now available as a plug-in hybrid, making it ideal for everyday life. With high battery capacity, strong recuperation performance, DC charging, and intelligent drive management, the A3 allstreet 40 TFSI e* offers emission-free driving for local trips and outstanding efficiency in most everyday situations.

The A3 allstreet plug-in hybrid follows the launch of the new Audi A3 Sportback TFSI e* in October. At the heart of the drive are the new 1.5-liter TFSI evo2 turbocharged petrol engine with 110 kW (150 PS) and 250 Nm of torque and an electric motor with 85 kW and 330 Nm of torque. The combustion engine and the permanently excited synchronous motor offer a system output of 150 kW (204 PS) and 350 Nm of system torque, providing the crossover with energetic propulsion. The impressive boost power can be experienced during kickdown. The A3 allstreet 40 TFSI e* reaches a top speed of 225 km/h and operates in pure electric mode up to 140 km/h.

The powerful high-voltage battery with a gross capacity of 25.7 kWh (19.7 kWh net) is the basis for the long electric range of almost 140 kilometers in the WLTP cycle. It integrates 96 prismatic cells, with a charge capacity of 73 ampere hours each.

Intelligent drive management for high efficiency

The plug-in hybrid's drive management is designed for optimal efficiency. The driver can prioritize electric driving by selecting the EV button in the switch panel or via the multi-media interface (MMI), allowing them to drive as if in a fully electric model. The primary operating mode, "Auto Hybrid", intelligently balances the use of the combustion engine and the electric motor. This mode employs pure electric driving at low speeds, prioritizes the TFSI engine at higher speeds, and often utilizes both together.

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

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

The A3 allstreet 40 TFSI e* adapts to various driving situations by coasting, recuperating energy (both during coasting and braking), or boosting performance through the combined power of the electric motor and the TFSI. Furthermore, the hybrid management system maintains a consistent battery charge level, ensuring sufficient electrical energy is reserved for later use, such as driving in a low-emission zone.

When the driver takes their foot off the accelerator pedal, the A3 allstreet TFSI e* either sails with the engines switched off or the electric motor recuperates in coasting mode, depending on the driving situation. The steering wheel paddles are based on all-electric models and control the degree of coasting recuperation while the corresponding drive level is set in the background.

Special displays provide the driver with comprehensive, at-a-glance information. The Audi virtual cockpit, which is included as standard, shows the power currently being called up, the drive mode, the battery charge status, and the range. The MMI display also visualizes the energy flows.

DC fast charging up to 50 kW**

The A3 allstreet TFSI e* enables efficient and comfortable long-distance electric travel. Audi offers DC charging at fast-charging stations: the A3 crossover uses DC charging up to 50 kW**, meaning a battery discharged to 10 percent can be recharged to 80 percent** in under 30 minutes.

Three-phase charging is also possible, with up to 11 kW at AC charging points, such as a wallbox or a municipal charging station. The charging process takes 2.5 hours. The necessary Mode 3 cable is included as standard. Audi also provides a charging service, Audi charging, offering on-request access to around 630,000 charging points in 29 European countries. This includes Audi's own charging hubs in Berlin, Munich, Frankfurt, Nuremberg, Zurich, and Salzburg, with further locations to follow. Drivers can use one convenient card at these hubs and numerous other providers.

Excellent balance between ride quality and dynamics

In common with the conventionally powered crossover, the A3 allstreet TFSI e* rides 15 millimeters higher than the A3 Sportback. Together with the larger tire diameter, this results in 30 millimeters more ground clearance. Wide wheel arch liners emphasize the wheel arches, with 17-inch wheels fitted as standard.

The spring/damper setup for the A3 allstreet plug-in hybrid version has been further optimized. This is because of the slightly more rear-heavy axle load distribution (55 percent on the front axle to 45 percent on the rear axle) due to the position of the lithium-ion battery under the floor below the rear seat bench.

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In combination with the electromechanical steering, which provides a precise steering feel at high speeds and optimum support when parking, the A3 allstreet TFSI e* achieves an excellent balance between ride quality and dynamics. For an even more agile driving experience, progressive steering with a variable ratio depending on the steering angle is optionally available.

Available to order from mid-November

The A3 allstreet 40 TFSI e* starts at 46,000 euros. It comes with more features as standard compared to the A3 allstreet. These include the Audi drive select dynamic handling system, which can be used to adjust the vehicle's characteristics in various modes – from comfort-oriented to dynamic – and auxiliary air conditioning. The latter allows the interior to be cooled down in summer before a journey or pre-heated in winter. The driver can plan and program the auxiliary air conditioning via the MMI touch display. Orders for the A3 allstreet 40 TFSI e* can be placed from mid-November.

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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.

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

Audi A3 allstreet 40 TFSI e

Fuel consumption (weighted, combined): 0.4-0.3 l/100 km (588.0-784.0 US mpg);
power consumption (weighted, combined): 16.0-15.0 kWh/100 km; CO₂ emissions (weighted,
combined): 8-7 g/km (12.9-11.3 g/mi); CO₂ class (weighted, combined): B;
Fuel consumption on discharged battery (combined): 5.3-5.0 l/100 km (44.4-47.0 US mpg);
CO₂ class on discharged battery: D-C

**The value for the charging process calculated according to DIN 70080 is 40 kW. A maximum charging performance of up to 50 kW is possible. At DC charging stations this can vary depending on a number of different factors including the ambient and battery temperature, the use of other country-specific connectors, the use of the preconditioning function (e.g. remote-controlled air conditioning of the vehicle), the capacity available at the charging station, the state of charge and battery ageing. Charging capacity is reduced as the state of charge increases. Charging losses are considered.

The charging time of the battery was calculated according to DIN 70080 and can vary depending on a number of different factors including the ambient and battery temperature, the use of other country-specific connectors, the use of the preconditioning function (e.g. remote-controlled air conditioning of the vehicle), the capacity available at the charging station, the state of charge and battery ageing. Charging capacity is reduced as the state of charge increases. Charging losses are considered.