

Charging without barriers at Audi: challenge accepted

- **Suitability for everyday use confirmed: a Paralympian and a wheelchair user test the Audi charging hub**
- **The Audi Q4 e-tron model family offers driving aids from the factory**
- **Ample room between charging stations and adjustable and lightweight equipment are decisive factors for easy use**

Ingolstadt/Frankfurt am Main, March 5, 2024 – When creating infrastructure for electric vehicles, it is important to remember people with mobility requirements. Audi brand ambassador Gerd Schönfelder, the most successful Winter Paralympian of all time, and Audi driver Uwe Herrmann have clear ideas on what charging without barriers and disability-friendly vehicle modifications should look like. Schönfelder lost his right arm and shoulder in an accident at the age of 19, while Herrmann has been using a wheelchair since adolescence. While Schönfelder has been driving an Audi Q4 e-tron* for the past 18 months, Herrmann (still) drives an Audi with a gasoline engine and is curious to hear about Schönfelder's experiences. At the opening of the sixth Audi charging hub in Frankfurt am Main, the two men met up for a chat.

Gerd Schönfelder: Public charging stations must be accessible for all electric car drivers, including people with mobility needs. With its barrier-free features like the swivel arm and the height-adjustable display, the Audi charging hub is a great place for people like us with disabilities to charge their cars in a comfortable environment quickly. In my opinion, however, everybody benefits from the barrier-free concept at this charging facility.

Uwe Herrmann: I'm still driving a car with a gasoline engine, but everything I've heard about e-mobility to date sounds positive. And the Audi charging hub looks promising, too. Sometimes, I have to ask for help filling up my current Audi SQ5 when the car is in an awkward position. But that could soon change with an electrically powered Audi at a charging point like this. For me, it's important that the car doors open wide, and I have room to lift the wheelchair over me and onto the passenger seat. So, I really value the memory function for electric seat adjustment, which automatically moves the driver's seat to the correct position. With Audi models, I've never had any problems. I come from a VW family - my uncle was an executive chauffeur for Volkswagen. My first Audi model was an Audi 80 Avant, which I got in 1994, and then came an A4, an A3, an A6, a Q5, a Q7, a Q3, and an A7, in that order. The modifications I needed always worked perfectly.

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.*

When I changed the car, the fitters took the components out of the old one and put them in the new one.

Schönfelder: With the Q4 e-tron*, the driving aids are actually available from the factory. Changing from a gasoline engine to an electric model was a big adjustment for me. But I was curious and have never regretted it. You have to plan a little more before undertaking longer journeys. I find the e-tron route planner very useful here, especially for getting to the Audi charging hub or IONITY, where I can charge in comfort. Then I have a relaxing drive, particularly as I start out earlier due to the charging stops, and reach my destination in a calm frame of mind. In this way, I almost always have time to spare. While the car is charging, I can drink a coffee – out of a proper cup to boot. As I drink, I work on my laptop. I've now clocked up 50,000 kilometers. With my new Q4 e-tron*, I can even charge at a rate of up to 175 kW, which makes charging times at fast-charging stations even shorter.

Herrmann: Storage space is very important for me. After all, I have to take my wheelchair wherever I go. The accessibility features at the Audi charging hub would definitely make my life easier. When I go to the gas station today, I look for somebody to go with me because of my personal needs. Moreover, with an electric model, I could charge my car at my workplace. I think it's important for cities and municipalities, as well as for manufacturers and operators, to implement our requirements regarding accessibility.

Schönfelder: Agreed. Just like Audi is. Charging at the Audi charging hub is not only fast but comfortable. I've been to the charging hub in Nuremberg, which has a 200-square-meter lounge, three times now. For me, the ability to charge my car there quickly and easily without barriers is a major argument in favor of e-mobility. When I'm on longer trips, I want to make use of HPC options. Furthermore, [Audi's charging](#) service offers a convenient way of charging your car quickly and inexpensively at various providers during a journey. Just hold out your card, and bingo! But for people with disabilities, it's not only the charging itself that has to be convenient and well-designed but also the environment. And Audi has got their eye on the ball here.

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In 2022, the Audi Group delivered 1.61 million Audi vehicles, 15,174 Bentley vehicles, 9,233 Lamborghini vehicles, and 61,562 Ducati motorcycles to customers. In the 2022 fiscal year, AUDI Group achieved a total revenue of €61.8 billion and an operating profit of €7.6 billion. Worldwide, more than 87,000 people worked for the Audi Group in 2022, over 54,000 of them at AUDI AG in Germany. With its attractive brands, new models, innovative mobility offerings and groundbreaking services, the group is systematically pursuing its path toward becoming a provider of sustainable, individual, premium mobility.

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

Audi Q4 e-tron

Combined electric power consumption in kWh/100 km (62.1 mi): 19.5–16.2 (WLTP);
combined CO₂ emissions in g/km (g/mi): 0 (0)

***The indicated consumption and emissions values were determined according to the legally specified measuring methods. The WLTP test cycle completely replaced the NEDC on January 1, 2022, which means that no NEDC figures are available for vehicles with new type approvals from after this date.*

The figures do not refer to a single, specific vehicle and are not part of the offering but are instead provided solely to allow comparisons of the different vehicle types. Additional equipment and accessories (add-on parts, different tire formats, etc.) may change 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, CO₂ emissions and the performance figures for the vehicle.

Due to the more realistic test conditions, the consumption and CO₂ emission values measured are in many cases higher than the values measured according to the NEDC. This may result in corresponding changes in vehicle taxation since September 1, 2018. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the “Guide on the fuel economy, CO₂ emissions and power consumption of all new passenger car models”, which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).