

## More powerful and efficient than ever: the new A3 Sportback TFSI e

- **More powerful high-voltage battery:** electric range more than doubled up to 143 kilometers
- **Outstanding efficiency:** intelligent drive management and DC fast charging for the first deliver an enhanced electric driving experience
- **Two models available:** variant with 150 kW (204 PS) and sporty plug-in hybrid with 200 kW (272 PS) system output

Ingolstadt, October 15, 2024 – With a higher battery capacity, DC charging at fast-charging stations, and an electric range of up to 143 kilometers, the Audi A3 Sportback TFSI e\* is undergoing a comprehensive technology upgrade. Its intelligent drive management ensures outstanding efficiency, high recuperation performance, and locally emission-free driving over long distances in everyday life. The plug-in hybrid combines dynamic handling with increased comfort.

After Audi presented extensive upgrades for the A3 and S3, including the new A3 allstreet model, in the spring, the A3 Sportback TFSI e\* now follows with the plug-in hybrid more powerful and more efficient than before.

### **New turbo petrol engine and optimized electric motor as powerful duo**

The new turbocharged petrol engine and the electric motor with increased power density are at the heart of the drive system. The 1.5 TFSI evo2 replaces the previous 1.4 TFSI and boasts a wide range of high-tech features. In addition to optimizing combustion chamber cooling, the symbiosis of the turbocharger with variable turbine geometry and the Miller cycle, as well as the early closing of the intake valves, ensures a higher compression ratio. The ratio is now 11.5:1, compared to 10:1 in the 1.4 TFSI. Thanks to this combustion process, the new unit operates with a high degree of efficiency, reducing fuel consumption and emissions. Injection takes place at a pressure of up to 350 bar. By comparison, the 1.4 TFSI reached a maximum of 200 bar. Plasma-coated cylinder liners reduce internal friction in the new engine. Pistons with cast-in cooling channels optimize combustion.

The electric drive is provided by a permanently excited synchronous motor, which now delivers 85 kW and 330 Nm of torque. As with its predecessor, it is integrated into the housing of the six-speed S tronic, which is now equipped with a more robust gearbox bearing to cope with the higher system output.

*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 combined fuel consumption and emission figures for all models mentioned and available for the German market can be found in the list at the end of this text.*

It transfers the torque from the two engines to the front axle. The dual-clutch transmission has an electric oil pump that ensures the change of gears and oil supply even when the TFSI is temporarily deactivated.

### **Battery capacity and energy content of the HV modules doubled**

The gross capacity of the high-voltage battery is now 25.7 kWh and has, therefore, almost doubled with nearly identical dimensions to the predecessor model. The net capacity is 19.7 kWh. Its 96 prismatic cells, which are divided into four modules, store almost 50 percent more energy than before: thanks to optimized cell chemistry and a better package, the charge quantity of the modules is now 73 instead of 37 ampere hours. The developers have thus increased the electric range to up to 143 kilometers in the WLTP cycle. A dedicated cooling circuit ensures the battery temperature is maintained in the optimum range.

### **More power for the sporty A3 Sportback 45 TFSI e\***

Audi offers the A3 Sportback TFSI e\* in two performance levels: 40 TFSI e (fuel consumption (weighted, combined): 0.4-0.3 l/100 km (588.0-784.0 US mpg); power consumption (weighted, combined): 16.2-14.6 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 8-6 g/km (12.9-9.7 g/mi); CO<sub>2</sub> class (weighted, combined): B; fuel consumption with discharged battery (combined): 5.4-4.9 l/100 km (43.6-39.2 US mpg); CO<sub>2</sub> -class with discharged battery: D-C) and 45 TFSI e (fuel consumption (weighted, combined): 0.4-0.3 l/100 km (588.0-784.0 US mpg); power consumption (weighted, combined): 16.6-15.6 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 9-7 g/km (14.5-11.3 g/mi); CO<sub>2</sub> class (weighted, combined): B; fuel consumption with discharged battery (combined): 5.4-5.0 l/100 km (43.6-47.0 US mpg); CO<sub>2</sub> class with discharged battery: D-C). In the more powerful model, the 1.5 TFSI evo2 delivers 130 kW (177 PS), which is 20 kW (27 PS) more than before. The maximum torque is 250 Nm, which is available between 1,500 and 4,000 revolutions per minute. In combination with the electric motor, the A3 Sportback 45 TFSI e (fuel consumption (weighted, combined): 0.4-0.3 l/100 km (588.0-784.0 US mpg); power consumption (weighted, combined): 16.6-15.6 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 9-7 g/km (14.5-11.3 g/mi); CO<sub>2</sub> class (weighted, combined): B; fuel consumption with discharged battery (combined): 5.4-5.0 l/100 km (43.6-47.0 US mpg); CO<sub>2</sub> class with discharged battery: D-C) delivers a total of 200 kW (272 PS) system output and 400 Nm system torque. This enables it to achieve strong driving performance: The acceleration from 0 to 100 km/h takes 6.3 seconds. The model reaches a maximum top speed of 237 km/h.

In the smaller version, the combustion engine has an output of 110 kW (150 PS) and also develops 250 Nm of torque. The new 1.5 TFSI evo2 and the electric motor provide 150 kW (204 PS) of system power. When they work together with maximum boost, the system torque is 350 Nm. The A3 Sportback 40 TFSI e (fuel consumption (weighted, combined): 0.4-0.3 l/100 km (588.0-784.0 US mpg); power consumption (weighted, combined): 16.2-14.6 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 8-6 g/km (12.9-9.7 g/mi); CO<sub>2</sub> class (weighted, combined): B; fuel consumption with discharged battery (combined): 5.4-4.9 l/100 km (43.6-39.2 US mpg); CO<sub>2</sub> -class with discharged battery: D-C) accelerates from 0 to 100 km/h in 7.4 seconds and on to a top speed of 225 km/h. The all-electric top speed for both models is 140 km/h.

### **Intelligent drive management for maximum efficiency**

The compact plug-in hybrid's drive management is designed for high efficiency. Starting is always electric, down to -28° C. The driver can prioritize the electric drive with the EV button in the switch panel or by selecting it in the MMI, which enables the vehicle to operate like a fully electric model. In "Auto Hybrid" mode, the primary operating mode, the combustion engine and electric motor share the work intelligently – purely electric driving at low speeds, with the TFSI engine taking priority at higher speeds and often both drives together. Depending on the situation, the A3 Sportback TFSI e\* can coast, recuperate – both in thrust and braking – or boost together with the electric motor and TFSI. In addition, the hybrid management system keeps the battery charge level constant to save enough electrical energy for later use, for example, in a low-emission zone.

### **Recuperation via the steering wheel paddles**

When you take your foot off the accelerator pedal, the A3 Sportback TFSI e\* coasts with the engines switched off, or the electric motor recuperates in overrun mode. This depends on the driving situation. When braking, the electric motor takes over the deceleration alone up to around 0.3 G and thus covers the vast majority of all braking processes in everyday driving. The hydraulic wheel brakes only come into play when you step harder on the brake pedal. The transition is almost imperceptible, and recuperation remains active. When braking, the electric motor can recover up to 43 kW of power. Based on all-electric models, the steering wheel paddles are now used to control the degree of recuperation in EV mode for the first time. The optimum driving level is set in the background.

### **More power when boosting**

The A3 Sportback TFSI e\* reveals its sporty potential in shift program S of the dual-clutch transmission. In "Auto Hybrid" mode, the drive calls up the full system power and releases the boost power in acceleration phases during kickdown. In the A3 Sportback 40 TFSI e\*, this amounts to 40 kW and is available for up to 15 seconds or even up to 18 seconds under optimum conditions. In the A3 Sportback 45 TFSI e\*, it is 70 kW for up to eight seconds, as the electric motor has to deliver more power to utilize the full system potential. In EV mode, the combustion-engine vehicle also switches on during kickdown, and the boost power is called up.

### **DC fast charging function with up to 50 kW\*\***

For the first time, Audi is offering DC charging at fast-charging stations for a plug-in hybrid model. The A3 Sportback TFSI e\* uses DC charging with up to 50 kW\*\* and thus allows comfortable traveling with electric drive. This means a battery discharged to 10 percent can be recharged to 80 percent\*\* in less than half an hour.

In addition, it is possible to charge at AC charging points such as a wallbox or municipal charging stations with three-phase charging at up to 11 kW. The charging process takes 2.5 hours. The necessary Mode 3 cable is included as standard. Audi's own charging service, Audi charging, provides access to around 630,000 charging points in 29 European countries on request, including Audi's own charging hubs in Berlin, Munich, Frankfurt, Nuremberg, Zurich and Salzburg (further locations to follow). A single card can be used to charge conveniently there and at numerous other providers.

### **Specifically tuned chassis**

Compared to the conventionally powered A3, the axle load distribution in the plug-in hybrid is slightly more rear-heavy, with 55 percent on the front axle and 45 percent on the rear axle. This is due to the lithium-ion battery, which is located under the vehicle floor in the area of the rear seat bench. The suspension and dampers have, therefore, been specifically tuned. The combination of slightly increased spring rates and a somewhat sportier damping behavior ensures high ride quality and dynamics in equal measure. The electromechanical steering works sensitively and provides support depending on the driving speed. It offers a precise steering feel at high speeds; when parking the A3 Sportback TFSI e\* feels very easy to handle. Progressive steering with a variable ratio depending on the steering angle is available as an option for an even more agile driving experience.

### **New functions and sporty equipment for the 45 TFSI e\***

The plug-in hybrid models benefit from the innovations introduced on the A3 at the beginning of the year: [sportier styling, new design elements, and digital offerings](#). Extended standard equipment increases comfort, selectable daytime running light signatures, and the flexible addition of vehicle functions ensure a high degree of individualization.

Both plug-in hybrid models are equipped with 17-inch alloy wheels, the Audi drive select dynamic handling system and stationary air conditioning as standard. Special displays provide information about the drive: the graphically revised power meter in the Audi virtual cockpit 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.

In keeping with its higher performance, the A3 Sportback 45 TFSI e\* comes with the S line exterior as standard, which includes an S-specific radiator grille and an S roof edge spoiler. The black plus styling package accentuates the Audi Singleframe, the trim strips on the side windows, and the bumpers. The exterior mirror housings also shine in black; the Audi rings are in anthracite gray.

*\*The combined fuel consumption and emission figures for all models mentioned and available for the German market can be found in the list at the end of this text.*

*\*\* Information can be found at the end of this MedialInfo.*

The striking exterior is completed by red brake calipers and darkened rear windows as standard. In the interior, black sports seats, aluminum-look applications, and door sills with aluminum inlays reflect the sporty character of the A3 Sportback 45 TFSI e\*.

### **Available at prices from 44,200 euros**

Prices for the A3 Sportback 40 TFSI e\* start at 44,200 euros, while the more powerful and sportier 45 TFSI \* costs from 47,700 euros. Orders for both models can be placed from October. The A3 allstreet as a plug-in hybrid version will also follow in the fall.

### **Communication Product and technology**

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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 Sportback 40 TFSI e**

Fuel consumption (weighted, combined): 0.4-0.3 l/100 km (588.0-784.0 US mpg);  
power consumption (weighted, combined): 16.2-14.6 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 8-6 g/km (12.9-9.7 g/mi); CO<sub>2</sub> class (weighted, combined): B;  
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Fuel consumption on discharged battery (combined): 5.4-5.0 l/100 km (43.6-47.0 US mpg);  
CO<sub>2</sub> 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.