



Communications Model Lines, Innovation and Technology

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“Audi e-tron extreme”: Endurance test

Ten countries in 24 hours: Audi e-tron on tour

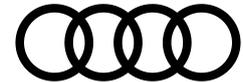
- Long-distance test covering over 1,600 kilometers (*994.2 mi*) from Slovenia to the Netherlands
- Fast-charging with up to 150 kW in less than half an hour
- Range, efficiency, performance, comfort – the strengths of the Audi e-tron

Ingolstadt, August 26, 2019 – Ten European countries in 24 hours – the Audi e-tron (combined electrical consumption in kWh/100 km*: 26.4 - 22.9 (WLTP); 24.6 - 23.7 (NEDC), combined CO₂ emissions in g/km: 0 (0 g/mi)) has impressively demonstrated its long-distance qualities. On August 20, nine journalists set out on the tour stretching over 1,600 km (*994.2 mi*) from Lake Bled in Slovenia to Amsterdam in the Netherlands. The electric SUV with its long range and short charging stops proved to be a compelling proposition. Combined with its powerful drive and comfortable interior, it turns electric touring into a premium experience.

Lake Bled lies idyllically on the edge of the Pokljuka plateau in northern Slovenia. Here three Audi e-tron 55 quattro models, each with three journalists onboard, set off on a particular challenge: 10 European countries in 24 hours. The 1,600 kilometer-plus (*994.2 mi*) tour took them through Austria, Italy, Lichtenstein, Switzerland, France, Germany, Luxembourg and Belgium to Amsterdam in the Netherlands. On stages where the topography could have hardly been more different, the Audi e-tron showed just how comfortable, dynamic and suitable for long journeys the first electric car from the brand with the four rings is.

The Audi e-tron is on the cusp of a new era of mobility – and it makes a bold statement. “Our electric SUV is an excellent long-distance car because it perfectly combines a high degree of ride comfort, performance and efficiency,” explains Hans-Joachim Rothenpieler, Audi Board of Management Member for Technical Development. “On the journalists’ tour we’ve also shown that, apart from the range itself, fast-charging capability with 150 kW is crucially important.”

* Information on fuel/electric power consumption and CO₂ emission figures given in ranges depend on the equipment selected for the vehicle



Saves time: fast-charging with 150 kW

Thanks to direct-current charging at high-power charging stations, the lithium-ion battery of the Audi e-tron reaches 80 percent of its capacity in just under 30 minutes – fundamentally saving time on long stages. The basis for the high charging output is the complex thermal management, which also ensures a long battery service life combined with consistently excellent performance, even under high load. All seven charging stops on the tour – in Kärnten, South Tyrol, Vorarlberg, in the Canton of Zurich, in the Breisgau, in the Eifel and near Liège – were completed at this type of fast-charging station. These are also integrated into the e-tron Charging Service, along with the AC charging stations where the Audi e-tron can recharge using up to 11 kW of alternating current. Audi's proprietary charging service covers around 100,000 charging points altogether in 19 EU countries – with numbers growing all the time. The customer simply needs a single card to start the charging process at these charging points. Customers have to register one time on the myAudi portal and conclude an individual charging contract to use the service. Billing is automatic via the user account. No physical means of payment is used. Standardized, country-specific prices mean that you can travel freely and easily without having to constantly compare prices.

Stage winner: perfect mix of performance, efficiency and comfort

Thanks to the different route profiles, the Audi e-tron 55 quattro (combined electrical consumption in kWh/100 km*: 26.4 - 22.9 (WLTP); 24.6 - 23.7 (NEDC), combined CO₂ emissions in g/km: 0 (*0 g/mi*)) also managed to demonstrate its specific dynamic handling strengths. In the Alps it made full use of the maximum power of up to 300 kW and 664 Nm (*489.7 lb-ft*) of torque on the uphill climbs. Downhill it reaped the benefits of its superior recuperation concept that allows it to recover up to 220 kW and 300 Nm (*221.3 lb-ft*) when braking and convert it into electricity – a benchmark figure among the competition. The electric all-wheel drive also delivered optimum traction and dynamism on the winding stretches in South Tyrol. This system ensures the continuous and fully variable regulation of the ideal distribution of drive torque between the two axles – within a fraction of a second.

On the flat stages along the Rhine, in Belgium and the Netherlands traveling at constant speeds, the sophisticated aerodynamics with a drag coefficient of 0.27 contributed substantially to the low fuel consumption. And over the entire tour, the electric powered SUV put on a brilliant performance with its outstanding ride and noise comfort, which is also on a par with vehicles in the full-size class. So too is the amount of space, which is increased in the foot area in the rear in particular thanks to the drivetrain configuration. Leather seats with massage function, an ionizer for first-class air quality and the contour/ambient lighting, which transformed the interior on the night stages into a feel-good lounge, add the finishing touches to the outstanding long-distance qualities.

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The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 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 CO₂ emissions. Starting on September 1, 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 CO₂ 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 tire 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, CO₂ emissions and the performance figures for the vehicle.

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, Hellmuth-Hirth-Str. 1, 73760 Ostfildern, Germany, or under 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.
