



**Product and Technology Communications**

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## **Luxury meets efficiency: the Audi A8 L 60 TFSI e quattro**

- **Maximum travel comfort, sportiness, and up to 46 kilometers (28.6 mi) of electric range**
- **The 3.0 V6 TFSI and powerful electric motor achieve 330 kW (449 PS) of system power and 700 Nm (516.3 lb-ft) of system torque**
- **Intelligent connectivity: myAudi app and Audi e-tron Charging Service**

**Ingolstadt, October 16, 2019 – With the new A8 L 60 TFSI e quattro (combined fuel consumption in l/100 km\*: 2.7 – 2.5 (87.1 – 94.1 US mpg); combined electric power consumption in kWh/100 km\*: 21.2 – 20.9; combined CO<sub>2</sub> emissions in g/km\*: 61 – 57\* (98.2 – 91.7 g/mi)), Audi is offering its customers electric driving in the luxury class for the first time. The combination of plug-in hybrid drive and intelligent drive management allows distances of up to 46 kilometers (28.6 mi) (measured in accordance with WLTP) to be covered with electric drive alone, turning a large portion of daily journeys into an emissions-free and nearly silent driving experience. The system power of 330 kW (449 PS) and system torque of 700 Nm (516.3 lb-ft) ensure impressive vehicle dynamics.**

Locally emissions-free and nearly silent in the city, powerful and sporty on country roads, confident on long-distance journeys: The A8 L 60 TFSI e quattro\*\* impresses with its versatile character. With this vehicle, Audi is introducing the plug-in hybrid drive to the luxury class and consistently continuing its electrification strategy. The A8 L variant of the new model, which measures 5.30 meters (17.4 ft) with its extended wheelbase, will be introduced to the European markets in the fall. The A8 as plug-in hybrid with normal wheelbase will be available a few weeks later. The Audi A7 Sportback\*\* and the Q5 50 TFSI e quattro\*\* and Q5 55 TFSI e quattro\*\* SUVs have already been available on the market since September.

### **Powered by two hearts: an efficient combustion engine and a powerful electric motor**

A 3.0 TFSI generates propulsion in the A8 L 60 TFSI e quattro. The turbocharged V6 direct-injection engine with a gasoline particulate filter delivers an output of 250 kW (340 PS) and 500 Nm (368.8 lb-ft) of torque (combined fuel consumption in l/100 km\*: 2.7 – 2.5 (87.1 – 94.1 US mpg); combined electric power consumption in kWh/100 km\*: 21.2 – 20.9; combined CO<sub>2</sub> emissions in g/km\*: 61 – 57\* (98.2 – 91.7 g/mi)). It is certified according to the latest emission standard Euro 6d temp. A permanently excited synchronous machine (PSM) with a peak output of 100 kW and a peak torque of 350 Nm (258.1 lb-ft) serves as the electric drive.

\* Fuel consumption and CO<sub>2</sub> emission figures given in ranges depend on the equipment selected

\*\* 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.



It is integrated together with the clutch in the eight-gear tiptronic, which transmits the power to all four wheels via the quattro permanent all-wheel drive.

The power electronics converts the direct current from the high-voltage battery (HV) into three-phase current to power the electric motor. During recuperation, it functions as an alternator and feeds direct current back to the lithium-ion battery. The battery is positioned underneath the luggage compartment floor and consists of 104 pouch cells which are allocated to eight modules. The HV battery stores 14.1 kWh of energy and delivers a voltage of 385 V. Its cooling circuit is connected to both the coolant circuit for the air conditioning system and the low-temperature circuit, which also incorporates the electric motor and power electronics. In order to further increase energy efficiency, the standard four-zone deluxe automatic air conditioning works with the heat pump, which uses the waste heat of the high-voltage components.

The Audi A8 L 60 TFSI e quattro delivers a system power of 330 kW (449 PS) and 700 Nm (*516.3 lb-ft*) of torque (combined fuel consumption in l/100 km\*: 2.7 – 2.5 (*87.1 – 94.1 US mpg*); combined electric power consumption in kWh/100 km\*: 21.2 – 20.9; combined CO<sub>2</sub> emissions in g/km\*: 61 – 57\* (*98.2 – 91.7 g/mi*)). This high system torque is already available at 1,250 rpm, which is just above idle speed. When both motors work together in boost mode, the flagship confidently accelerates from zero to 100 km/h (*62.1 mph*) in 4.9 seconds and reaches an electronically governed top speed of 250 km/h (*155.3 mph*). In accordance with the NEFZ standard, the plug-in A8 consumes just 2.5 liters (*94.1 US gal*) of fuel per 100 kilometers. The Audi A8 L 60 TFSI e quattro\*\* can drive on electric power up to a speed of 135 km/h (*83.9 mph*), and its electric cruising range in accordance with the WLTP standard is up to 46 kilometers (*28.6 mi*). In many countries, its owners benefit from tax advantages or communal road privileges such as free parking or driving in the bus lane.

### **Intelligent drive modes and the updated predictive efficiency assistant**

The driving strategy of the plug-in hybrid drive is designed such that drivers of the A8 can cover a large section of their daily journeys on electric power. The “EV” soft key in the lower of the two MMI displays allows them to decide whether and how they want to adjust the interaction of the two motors at any time. The luxury sedan with plug-in hybrid starts in “EV” mode, where it drives on purely electric power. The combustion engine is engaged only when the driver depresses the accelerator pedal beyond a specific resistance. The pressure point is variable and based on the power from the electric drive that is currently available.

“Hybrid” mode offers two operating modes: “Auto” and “Hold”. In “Auto” mode, the predictive operating strategy is activated automatically when route guidance is started in the MMI navigation plus (standard equipment). In addition, the battery charge is spread intelligently and optimally along the route, with large electric portions in the city and in stop-and-go traffic. Generally speaking, the predictive operating strategy endeavors to drive as far as possible on electric power and to use the available battery charge completely by the time the destination is reached.

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“Hold” mode pursues a different strategy: Here, the available charge state of the battery is kept at the current level with just minimal fluctuations by means of recuperation and by shifting the load point, i.e. with targeted adjustments to the management of the 3.0 TFSI. Following a long-distance journey that is driven the conventional way, for example, this allows the subsequent urban drive to be covered on purely electric power, i.e. without emissions and nearly silent.

The operating strategy of the Audi A8 L 60 TFSI e quattro\*\* uses various pieces of data to plan the management of the drives. The main focus here is always on optimizing ride comfort and energy consumption, as well as keeping CO<sub>2</sub> emissions to a minimum. When it comes to planning long-distance journeys, the strategy takes the length and profile of the route as well as online traffic information and the driver’s driving style into account. In the short-term forecast, the standard predictive efficiency assist (PEA) system contributes information from the immediate environment taken from the navigation data, for example speed limits, types of roads and uphill and downhill gradients. The data from the camera and radar that monitor the traffic ahead is also included here.

The phases in which the driver takes their foot off the accelerator pedal are also important for the efficiency of the Audi A8 L 60 TFSI e quattro\*\*. The PEA takes over the regulation in such situations. In addition to the navigation data, it also takes the distance to the car in front into account and then decides between freewheeling with the engine switched off and coasting recuperation, i.e. the recovery of kinetic energy and its conversion into electric energy. The Audi flagship can recover up to 25 kW of power through coasting recuperation.

The electric motor also performs all light and medium brake operations up to 0.3 *g*, which make up more than 90 percent of all brake operations in everyday customer driving. It only works together with the hydraulic wheel brakes in case of heavier decelerations. Thanks to sophisticated fine tuning, the transition, also known as “blending,” between the electric and hydraulic brakes is virtually imperceptible; the brake pedal can always be modulated precisely and provides good feedback. The Audi A8 L 60 TFSI e quattro achieves up to 80 kW of recuperation power while braking.

When the adaptive cruise control (ACC) is active, the PEA assists the driver not only with decelerating but also with fuel-efficient acceleration. If the ACC is switched off, the driver receives prompts that indicate when it would be sensible to take their foot off the right-hand pedal. The driver feels an impulse in the active accelerator pedal and sees information displayed in the Audi virtual cockpit (standard) and on the head-up display (optional). Detailed symbols, e.g. for intersections, town signs and traffic driving in front, explain the reason for the reduction in speed.

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In the Audi virtual cockpit and on the display of the standard operating system MMI touch response, the driver can view a variety of information on electric driving: power meter, range and the current energy flows of the two drive units. As the central display element, the power meter provides information on the maximum electric performance as well as coasting or braking recuperation, for example.

In addition to the “EV” soft key, the driver of the A8 L 60 TFSI e quattro\*\* has a second way of influencing the ride character: the Audi drive select system. With the “comfort,” “efficiency,” “auto,” and “dynamic” modes, the driver can select the setup of the drive, air suspension and steering. Depending on the settings, the way in which the drives work together changes when the driver depresses the accelerator pedal.

When the selector lever is in position “S,” the electric motor assists the 3.0 TFSI with a very pronounced boost function to increase dynamics and agility. In this case, freewheeling in overrun mode is blocked; the electric motor thus recuperates whenever the foot is taken off the right-hand pedal.

#### **Sound for greater safety: the acoustic vehicle alerting system**

The Audi A8 L 60 TFSI e quattro\*\* is equipped with a synthetic e-sound as standard to alert pedestrians and cyclists in city traffic. In accordance with the EU guidelines, the acoustic vehicle alerting system (AVAS) can be heard clearly up to 20 km/h (*12.4 mph*) and gradually fades out as the speed increases. The sound is generated by a small electronics box and output by a loudspeaker in the right wheel arch.

#### **Convenient: charging at home and on the go**

The standard equipment of the large plug-in hybrid sedan includes what is known as a mode 3 cable for public charging terminals. Audi customers in Germany can supply their homes with Volkswagen Naturstrom®, which is generated without CO<sub>2</sub> emissions and from 100 percent renewable energy sources. Convenient recharging is also possible on the road. The proprietary Audi e-tron Charging Service provides access to more than 110,000 charging points in Europe. A single card is sufficient to start the procedure, regardless of the provider.

#### **Charge management and pre-entry climate control from the couch: the myAudi app**

The myAudi app allows customers with an Audi A8 L 60 TFSI e quattro\*\* to use services from the Audi connect offer on their smartphones. They can also check the battery and range status, start the charging process, program the charge timer and view the charge and consumption statistics. Charging stations are shown both in the myAudi app and in the MMI navigation plus (standard equipment) in the car. Another function in the A8\*\* plug-in hybrid version is pre-entry climate control before setting off. The electric compressor of the air conditioning system and the heater booster in the car use power from the high-voltage battery or the socket to heat or cool the interior. And there’s more: The customer can use the pre-entry climate control to activate the steering wheel, seat, mirror and front and rear window heaters as well as seat ventilation to suit their individual requirements: via the myAudi app, a timer in the vehicle or the vehicle key.

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### **Specific design details and state-of-the-art equipment**

The elegantly flowing exterior design of the product line is complemented by subtle specific design elements in the Audi A8 L 60 TFSI e quattro\*\*. The most eye-catching distinctive feature of the luxury sedan with plug-in hybrid drive is a light signature that is based on the Audi e-tron with purely electric drive. There are five horizontal daytime running light segments on the outer edges of the lateral air inlets in the front bumper that form a characteristic signature. There is also a chrome trim on the front bumper and chrome inlays in the door handles. The rear end is accentuated by a continuous diffuser insert and chrome clasp. The Audi A8 L 60 TFSI e quattro\*\* is equipped as standard with exclusive 19-inch aluminum wheels whose 5-arm turbine design is optimized for aerodynamics.

The spacious interior of the Audi A8 L 60 TFSI e quattro\*\* conveys the relaxed atmosphere of a luxurious lounge. When it comes to equipment, the possibilities are virtually unlimited. The most luxurious seat is on the passenger side in the rear: an optional relaxation seat with many possible settings and a heated footrest with a foot massage function. Audi provides more than 30 driver assist systems for the plug-in hybrid sedan which are divided into the City and Tour packages. Lighting options range up to HD matrix LED headlights with Audi laser light and OLED rear lights.

Orders are now being accepted for the Audi A8 L 60 TFSI e quattro\*\* at a base price in Germany of 109,000 euros. Market introduction begins in the fourth quarter of 2019.

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\* Fuel consumption and CO<sub>2</sub> emission figures given in ranges depend on the equipment selected

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### **Fuel consumption of the models listed**

*(Fuel consumption, CO<sub>2</sub> emission figures and efficiency classes given in ranges depend on the tires/wheels used)*

Audi A8 L 60 TFSI e quattro

Combined fuel consumption in l/100 km *(US mpg)*: 2.7 – 2.5 *(87.1 – 94.1)*;

Combined electric power consumption in kWh/100 km: 21.2 – 20.9;

Combined CO<sub>2</sub> emissions in g/km *(g/mi)*: 61 – 57 *(98.2 – 91.7)*

Audi A7 55 TFSI e quattro

Combined fuel consumption in l/100 km *(US mpg)*: 2.1 – 1.9 *(112.0 – 123.8)*;

Combined electric power consumption in kWh/100 km: 18.1 – 17.5;

Combined CO<sub>2</sub> emissions in g/km *(g/mi)*: 48 – 44 *(77.2 – 70.8)*

Audi Q5 50 TFSI e quattro

Combined fuel consumption in l/100 km *(US mpg)*: 2.4 – 2.0 *(98 – 117.6)*;

Combined electric power consumption in kWh/100 km: 18.8 – 18.1;

Combined CO<sub>2</sub> emissions in g/km *(g/mi)*: 54 – 46 *(86.9 – 74.0)*

Audi Q5 55 TFSI e quattro

Combined fuel consumption in l/100 km *(US mpg)*: 2.4 – 2.0 *(98 – 117.6)*;

Combined electric power consumption in kWh/100 km: 19.1 – 17.5;

Combined CO<sub>2</sub> emissions in g/km *(g/mi)*: 54 – 46 *(86.9 – 74.0)*

\* Fuel consumption and CO<sub>2</sub> emission figures given in ranges depend on the equipment selected

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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<sub>2</sub> 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<sub>2</sub> 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](http://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<sub>2</sub> emissions and the performance figures for the vehicle.

Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> 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](http://www.dat.de).

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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.

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