



Corporate Communications

Susanne Herr
Spokeswoman Sales and Marketing
Phone: +49 841 89-92760
Email: susanne.herr@audi.de
www.audi-mediacenter.com

Audi provides sustainable mobility and charging solutions at World Economic Forum in Davos

- **Operation of the official shuttle fleet from Audi is 90 percent electrified**
- **Use of mobile shipping containers for charging made with used electric car batteries**
- **Company is continuously developing green charging solutions**

Davos/Ingolstadt, January 21, 2020 – Audi is once again presenting itself as a provider of sustainable premium mobility at this year’s World Economic Forum in Davos, thus supporting the Annual Meeting’s sustainability goals. The brand with the four rings is serving as the exclusive mobility partner for the 33rd time already and providing a fleet that is 90 percent electrified. The Audi models are charged with green electricity exclusively, using mobile charging containers made with used Audi e-tron* batteries that were developed specially for this purpose. Audi is continuously developing these green charging solutions.

In doing so, the company is creating its own model sustainable mobility ecosystem in wintry Davos. Using roughly 100 electrified Audi models in combination with the shipping containers for charging allows the company to operate a virtually CO₂-neutral shuttle fleet for the major event. In addition to the fully electric Audi e-tron, the flagship Audi A8* as a plug-in hybrid model will also be on the road. The three charging containers are each equipped with four used Audi e-tron battery systems that deliver their overall charging capacity of roughly 700 kW at three charging terminals, each with an output of 150 kW, and have a storage capacity of around 1.0 MWh. To this end, Audi is cooperating with Swiss energy company ABB. This solution reduces the strain on the local grid to a minimum during peak times of demand in particular. The power for the three mobile containers in Davos, in turn, is generated from 100 percent local hydroelectric power.

The World Economic Forum in Davos is one of numerous events for which Audi is continuously developing its sustainable electric charging solutions. At the Hahnenkamm Alpine Ski World Cup in Kitzbühel, Austria, for example, the company will be testing a new charging container that is fitted with individual battery modules instead of entire e-tron batteries for the first time as from January 24. The space-saving design allows the charging terminals to be integrated in the container directly. Each charging container consists of 400 reused e-tron battery modules; this corresponds to roughly eleven complete batteries. With an overall charging capacity of 1.2 MW and a storage capacity of 1.0 MWh, up to eight Audi e-tron can be charged simultaneously at

*The collective fuel consumption values of all models named can be found in the list provided at the end of this MediaInfo.



high-power chargers without requiring any form of connection to the grid. The 30-foot container provides a total of 20 charging points: eight high-power chargers with a charging capacity of 150 kW each and twelve 11 kW charging connections. When necessary, the eight high-power chargers can bundle their power in four 300 kW charging points in order to fully charge the Audi e-tron GT in 20 minutes based on 800-volt charging technology in the future. The latest generation of these charging containers was developed and built in cooperation with Austrian company Moon.

More than 20 further uses of the mobile charging containers are planned in the course of 2020 alone, for example during the Formula E in Rome. Trade and fleet customers are also to benefit from the customized charging solutions in the future. These will allow them to optimize their energy costs and operate electric vehicle fleets in a sustainable manner. Mobile charging containers can also complement the existing charging points at traffic hubs, for example during vacation periods, by relieving the load on local grids. The charging network IONITY is therefore currently testing the use of mobile containers in the context of setting up high-power charging parks in Europe.

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***Fuel consumption of the models listed**

(Information on fuel/power consumption and CO₂ emissions in ranges depending on the chosen equipment level of the car and on the tires and alloy wheel rims used.)

Audi e-tron 55 quattro

Combined electric power consumption in kWh/100 km (62.1 mi): 26.4 – 22.9 (WLTP); 24.6 – 23.7 (NEFZ); Combined CO₂ emissions in g/km: 0

Audi e-tron 50 quattro

Combined electric power consumption in kWh/100 km (62.1 mi): 26.6 – 22.4 (WLTP); 24.3 – 21.9 (NEFZ); Combined CO₂ emissions in g/km: 0

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 CO₂ emissions in g/km (g/mi): 61 – 57 (98.2 – 91.7)

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 CO₂ 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 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 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, 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 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.

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 2019, the Audi Group delivered to customers about 1.846 million automobiles of the Audi brand, 8,205 sports cars of the Lamborghini brand and 53,183 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.
