



Product and Technology Communications

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High efficiency and outstanding driving pleasure: The Audi Q3 as a plug-in hybrid

- The first plug-in hybrid model from Audi in the compact SUV class
- Lithium-ion battery with 13.0 kWh delivering a range of 61 km (37.9 mi) (NEDC)
- 1.4 TFSI and powerful electric motor working together intelligently

Ingolstadt, December 3, 2020 – Audi continues its electrification campaign: Presales of the Q3 45 TFSI e and the Q3 Sportback 45 TFSI e will start in the second week of January (Q3 45 TFSI e: combined fuel consumption in l/100 km (US mpg)*: 1.7–1.4 (138.4–168.0); combined electric power consumption in kWh/100 km (62.1 mi)*: 16.0–14.4; combined CO₂ emissions in g/km (g/mi)*: 39–32 (62.8–51.5); Q3 Sportback 45 TFSI e: combined fuel consumption in l/100 km (US mpg)*: 1.7–1.4 (138.4–168.0); combined electric power consumption in kWh/100 km (62.1 mi)*: 15.9–14.6; combined CO₂ emissions in g/km (g/mi)*: 38–33 (61.2–53.1)). The plug-in hybrid drive installed in both models delivers a system output of 180 kW (245 PS), and both compact SUVs can cover a distance of up to 61 km (37.9 mi) in the NEDC powered purely by electricity. In the WLTP, the distance is 51 km (31.7 mi) for the Q3 45 TFSI e and 50 km (31.07 mi) for the Q3 Sportback 45 TFSI e. The Q3 45 TFSI e costs EUR 46,000 (including 19 percent VAT), the Q3 Sportback 45 TFSI e EUR 1,400 more. Customers can claim a subsidy of EUR 6,750 in both cases.

The combination of an electric driving experience, simple charging, and high level of suitability for everyday use makes Audi's plug-in hybrid models especially appealing. The Q3 45 TFSI e** and the Q3 Sportback 45 TFSI e** complete the range of plug-in hybrids that Audi has brought onto the market since the middle of 2019. At the same time, these two compact SUVs mark the first step into the world of electrified Q models.

245 PS of system output, 13 kWh of energy capacity: the drive and the battery

The two Q3 models** both include a 1.4 TFSI as the combustion engine. This four-cylinder delivers 110 kW (150 PS). The drive is completed by a permanently excited synchronous machine (PSM), which provides 85 kW of power. The PSM is integrated in the housing of the six-speed S tronic together with the separating clutch. This dual-clutch transmission, which transfers the power to the front wheels, integrates an electric oil pump. This ensures the supply and thus the function of the clutches and with that the gear selection even when the TFSI engine is switched off.

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.

*Fuel/electric power consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment.

**The collective fuel/electric power 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



Great driving pleasure and high efficiency – the powertrain of these two new models offers both. The 1.4 TFSI and the electric motor together generate 180 kW of system output (245 PS) and system torque of 400 Nm (295.02 lb-ft). Both the Q3 45 TFSI e** and the Sportback** take 7.3 seconds to burst from 0 to 100 km/h (62.1 mph), and both reach a top speed of 210 km/h (130.5 mph). In the New European Driving Cycle, the consumption of the Q3 45 TFSI e is 1.7 to 1.4 liters of fuel per 100 km (138.4 to 168.0 US mpg) (39 to 32 grams of CO₂ (62.8 to 51.5 g/mi)). The Q3 Sportback 45 TFSI e records the same values of 1.7 to 1.4 liters of fuel per 100 km (138.4 to 168.0 US mpg) (38 to 33 grams of CO₂ (61.2 to 53.1 g/mi)). The total range achieved by both models is approximately 710 km (441.2 mi) – testifying to their great suitability for everyday use.

The high-voltage battery is located under the vehicle floor in front of the rear axle. Its 96 prismatic cells store 13.0 kWh of energy. It owes this high value to the compact and relatively lightweight battery of a new cell generation. The battery system has its own cooling circuit, which can be coupled to the air conditioning system's circuit to ensure effective cooling even when requirements are at their highest.

Focus on efficiency: the drive management system

The drive management system of the compact SUV models is designed for high efficiency. Except in extremely cold conditions, the SUVs are always started in electric mode. Both plug-in models can cover up to 61 km (37.9 mi) with zero local emissions in the NEDC (51 km (31.7 mi) for the Q3 and 50 km (31.07 mi) for the Q3 Sportback in the WLTP). The maximum speed they can be driven at here is 140 km/h (87.0 mph). At low speeds, the AVAS (Acoustic Vehicle Alert System) generates the legally prescribed e-sound to warn other road users.

In “Auto-Hybrid” mode, the main operating mode, the drive management system divides the tasks between the 1.4 TFSI and the electric motor intelligently and efficiently. The electric motor supports the four-cylinder engine in many situations, for example when passing. When accelerating from low rotational speeds, for example, it applies the high torque that it generates due to its operating principle to bridge the few tenths of a second that the turbocharger needs to build up pressure – its deployment is imperceptible, but efficient. Drivers can prioritize electric drive with the EV button. The drive management system constantly evaluates numerous data points, including the route information from the navigation system and the data about the near surroundings from the vehicle sensors. This allows it to identify when the car is approaching a town sign, a speed limit or a roundabout, or getting too close to the vehicle ahead. When the foot is taken off the accelerator, the Audi Q3 45 TFSI e** and the Q3 Sportback 45 TFSI e** start to coast with the TFSI switched off in most situations.

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The right mode for the right requirements: “Hold”, “Charge” and dynamic

Regardless of the intelligence of the drive management system, the driver always remains in control. By pushing the EV button, they can switch between auto hybrid and electric-powered driving, while a menu opens in the MMI operating system at the same time that offers two additional special driving modes: “Battery Hold” and “Battery Charge”. These serve to keep the battery charge at the current level or to increase the state of charge. What’s more, the driver can influence the character of the drive using the Audi drive select dynamic handling system. By selecting the dynamic profile here, setting the S tronic to “S”, and flooring the accelerator, they get the full torque of the electric motor of 330 Nm (*243.4 lb-ft*) available to them for up to 10 seconds. As soon as they take their foot of the gas, the electric motor switches to recuperation and recovers energy in generator mode. In this way, the vehicle can also decelerate quickly thanks to its electric motor.

Irrespective of the driving profile, both models** always recuperate when the driver steps on the brakes. Up to around 0.3 *g* – i.e. in the vast majority of brake operations in everyday driving – the electric motor performs the deceleration alone. It is only when the brake pedal is applied more heavily that the hydraulic wheel brakes come into play, activated by an electric brake servo. Thanks to the precise blending, the transition is practically undetectable, and the recuperation remains active. During braking, the system can recover up to 40 kW of power through the electric motor and store this in the battery.

With its balanced character, the suspension of the compact SUVs** provides an excellent partner for the drive. The standard Audi drive select system adds even more facets to the driving experience – as it accesses not only the engines but also systems such as S tronic and power steering. In addition to dynamic mode, it also offers the comfort, auto, and individual profiles. The two plug-in hybrids drive on 17-inch alloy wheels as standard, but wheels 18, 19 and 20 inches in diameter are also available as options. The body of these SUVs is 10 mm (*0.4 in*) higher than that of the Q3 models with conventional drive systems – which means the ground clearance remains the same despite the cover plate for the battery.

Fully charged in 3 h 45 min: charging at home and on the go

The Audi Q3 45 TFSI e** and the Q3 Sportback 45 TFSI e** can be charged using alternating current (AC) at a 400 V socket with an output of 3.6 kW. An empty battery can be recharged in 3 h 45 min using the standard power charging cable in this way. The free myAudi app allows the customer to control the charging, the timer and the pre-entry climate control remotely from their smartphone. Audi customers can choose to supply their house and garage with electricity from Volkswagen Naturstrom, which is generated completely from renewable sources. The compact plug-in hybrids require a mode 3 cable for charging at public AC charging terminals. The e-tron Charging Service, which covers the majority of countries in Europe, offers great convenience here: With a single card, the customer gains access to more than 155,000 charging points.

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Sporty and versatile: design and interior

Both the new Q3 models** impress with a powerful and sporty stance on the road. The interior is generous and variable. The front seats offer excellent comfort and a sporty seating position. The rear seats can be moved lengthwise as standard; their backrests are divided into three sections and recline at seven different angles. The luggage compartment has a basic volume of 380 l (13.4 cu ft), which increases to 1,375 l (48.6 cu ft) in the Q3 45 TFSI e** and 1,250 l (44.1 cu ft) in the Q3 Sportback 45 TFSI e** when the seats are folded down. As an option, Audi will deliver an electric tailgate that can also be opened with a foot motion.

Two displays form the basis of the operating and display concept. The MMI touch with a 10.1 inch screen takes up a central position in the instrument panel and displays the energy flows of the hybrid drive and more. The driver can look either at a digital instrument cluster or at the Audi virtual cockpit, which is available in two sizes. A powermeter displays the system's output, the status of the drive, the recuperation, the battery's state of charge, and the range. Many functions can be operated through a natural-language voice control as a further input level, which also offers the option of accessing the knowledge of the cloud.

Highly networked: Audi connect

Together with the top-of-the-line MMI Navigation plus infotainment system as an option, the online services of Audi connect can also be accessed on board. They include the Car-to-X services, which make use of the principle of swarm intelligence: Information on roadside parking spaces, hazards, speed limits and traffic light phases is exchanged through the networking of the Audi fleet. The myAudi app tightly connects the car with the customer's smartphone. Hardware modules such as the Audi phone box and the Bang & Olufsen Premium Sound System with virtual 3D sound complete the infotainment program.

The driver assist systems come from the premium class. They include the adaptive cruise assist (optional), which assists the driver with longitudinal and lateral control – substantially enhancing comfort on long journeys in particular. In order to maintain lateral guidance, the driver needs to apply just a gentle touch to the capacitive steering wheel, which is part of the system, to prove that they are paying attention. The Audi pre sense basic, Audi pre sense front, Audi side assist, and lane departure warning come as standard.

Prices from EUR 46,000: The plug-in Q3 can be ordered from January 2021.

Presales of the Audi Q3 45 TFSI e** and the Q3 Sportback 45 TFSI e** will begin in the second week of January 2021. The base prices in Germany are EUR 46,000 and EUR 47,400 (including 19 percent value added tax). In addition to the features already mentioned, the extensive standard equipment includes LED headlights, two-zone automatic air conditioning, and auxiliary climate control. Customers are entitled to a subsidy of EUR 6,750. As company cars, both plug-in hybrid models are taxed only at a flat rate of 0.5% of the gross list price.

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Fuel/electric power consumption of the models named above:

Fuel/electric power consumption, CO₂ emission figures, and efficiency classes given in ranges depend on the tire/wheel sets used

Audi Q3 45 TFSI e:

Combined fuel consumption in l/100 km (US mpg): 1.7–1.4 (138.4–168.0);

Combined power consumption in kWh/100 km (62.1 mi): 16.0–14.4;

Combined CO₂ emissions in g/km (g/mi): 39–32 (62.8–51.5)

Audi Q3 Sportback 45 TFSI e:

Combined fuel consumption in l/100 km (US mpg): 1.7–1.4 (138.4–168.0);

Combined power consumption in kWh/100 km (62.1): 15.9–14.6;

Combined CO₂ emissions in g/km (g/mi): 38–33 (61.2 –53.1)

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 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 16 locations in 11 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), 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 1.845 million automobiles of the Audi brand, 8,205 sports cars of the Lamborghini brand and 53,183 motorcycles of the Ducati brand. In the 2019 fiscal year, AUDI AG achieved total revenue of €55.7 billion and an operating profit of €4.5 billion. At present, 90,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.
