EV FACT SHEET

Audi e-tron

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2021 Audi e-tron Sportsback. Image: Audi

INTRODUCTION

Announced as a prototype in 2015 and released for sale in March 2019, the e-tron was Audi's first all-electric vehicle. Australian sales of the e-tron began in 2020. It is available in two body configurations: SUV and Sportsback SUV.

Notes:

1. **e-tron GT**: a sedan version of the e-tron, it has a slightly different drive-train and battery. This version is covered as a separate Fact Sheet.
2. **Early versus later models:** Initially, the e-tron was released as two models: the e-tron 50 and e-tron 55. The key difference between them was battery size. The e-tron 50 was 71kWh and the e-tron 55 95kWh. In 2022 the e-tron 50 was dropped and the model name simplified to e-tron.
3. **Update due:** for release here in later 2023. The update includes a larger battery (106 kWh), more efficient motors and aerodynamic improvements.

DRIVING RANGE

Australian test standards are currently in a state of flux, with the Green Vehicle Guide[1] showing some vehicle driving ranges using either the old (and highly over optimistic) European NEDC test cycle figure or the newer European WLTP test cycle figure. Worse still, for recent additions to the Australian market the GVG often gives no data is given at all! Around town, the WLTP figure is the best guide to range or, if doing outer suburban to regional driving – use the US EPA figure.

National testing system range estimates (km)			
Version	**NEDC (Aust)**	**WLTP (Euro)**	**US EPA**
e-tron 50 (71kWh)	N/A	334	N/A
e-tron (95kWh)	580	417	351

Table 1: Driving range estimates for the Audi e-tron 50 and 55

DRIVING RANGE (continued)

Using the WLTP range, an e-tron should be capable of a return trip from the Melbourne GPO to Port Welshpool (near Wilsons Promontory) – provided neither the heating or air conditioning were heavily used. For this sort of trip, a 1 to 2 hr 15A charge at a caravan outlet in Port Welshpool (giving approx. 16 km charged/hr) or a 10 to 15 min DC fast-charge (few yet available on this route) would be recommended.
For further charging options and locations, visit:
https://www.plugshare.com/

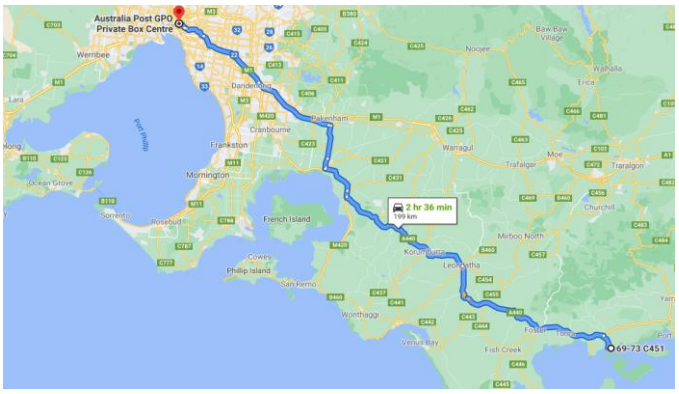

Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The Audi e-tron is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. https://www.greenvehicleguide.gov.au
2. The e-tron can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Audi e-tron electric is fitted with a type 2 AC socket as part of the CCS2 AC/DC charge plug system.

Charging rates:

Single phase: maximum of 7.4 kW (32A)
Three phase: maximum of 11 kW (16A per phase)

Charging speeds and times vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) it is connected to and the chosen battery size. Charging times for the e-tron is shown in table 2 below.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 phase Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (150kW)
42h	26h	14h	16A: 9h 32A: 9h	70m	30m

Table 2: Charging times for the Audi e-tron

DC fast charging:

The e-tron electric uses the CCS2 DC fast-charge connector and can charge at up to 150 kW DC.
This connector is fast becoming the majority DC fast-charge connector type in both Australia and overseas.

HOME CHARGING CONSIDERATIONS

General:

To get the shortest home charging time for an e-tron, an 11 kW three phase AC EVSE would be needed. However, depending on your existing power supply and/or charging needs, a lower rated EVSE may only be practicable, or needed. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2 above.
The e-tron also comes with a Mode 2 portable EVSE for plugging into a 10A power point. Charging an e-tron from 0 – 100% with this EVSE will take around 42 hours.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. (For more information on this item - read articles in:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot: 660 L
- Rear seat folded, loading space to roof: 1,725 L

Dimensions:

- Overall length: 4,901 mm
- Overall width (mirrors folded/mirrors out): 1,935/2,043 mm
- Overall height: 1,616 mm

Battery:

- e-tron 50: 71 kWh (64.7 useable)
- e-tron 95 kWh (86 usable)

Energy consumption: (WLTP test cycle)

- e-tron 50: 23.6 kWh/100km
- e-tron 23.7 kWh/100km

Kerb weight:

- e-tron 50: 2,445 kg
- e-tron: 2,595 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 150 kW max.

Charge port location:

- AC only: LHS, just forward of passenger door.
- AC and DC: RHS, just forward of driver's door.

Drive configuration:

- All wheel drive.

Towing:

- 1800 kg braked/750 kg unbraked.

Performance:

Variant	Max. Power (kW)	0 to 100km/h (Sec)
e-tron 50	230	6.8
e-tron 55	300*	5.7*

* In 'boost' mode.

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.