



**Audi Communications**

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## **Audi A6 e-tron concept car revealed**

- **Fully electric luxury Sportback concept points to future production developments**
- **New technology platform: Premium Platform Electric (PPE) beginning in 2022**
- **DC fast charging capability up to 270kW – range of more than 700km**

**Auckland, April 20, 2021 – Audi unveiled the forerunner of its innovative family of fully electric, production cars – the four-door Audi A6 e-tron concept – at the Auto Shanghai 2021 show. Beginning in late 2022, the completely new technology architecture, the “Premium Platform Electric,” or PPE for short, will serve as the technology platform for Audi’s electric cars of the future.**

The Audi A6 e-tron concept on show at the Auto Shanghai 2021 show relies exclusively on electric power, and represents an entirely new design concept – the only thing it has in common with the current A6 are its dimensions.

The 4.96-metre long, 1.96-metre wide, and 1.44-metre high body is designed as a Sportback, and its lines are an obvious reflection of the systematic advancement of Audi’s current design language. The Audi A6 e-tron concept is far more than a design exercise – its body foreshadows Audi’s future production models and provides clear indications of just how dynamic and elegant the electric-powered luxury class from the brand will look.

For its part, the PPE technology will ensure that what the car’s lines imply is actually translated into dynamic driving performance and everyday suitability befitting use as a primary vehicle.

The PPE is designed exclusively for battery-electric drive systems and can therefore take full advantage of all the benefits of this technology. The key element of the future PPE fleet is a battery module between the axles that holds around 100 kWh of energy in the A6 e-tron concept. The use of the entire vehicle base makes it possible to achieve a relatively flat layout for the battery.

This means that for the first time, it will be possible to use this single platform for both vehicles with a high ground clearance and vehicles with a decidedly dynamic, flat architecture – such as the Audi A6 e-tron concept – without any changes to the basic architecture. The battery size and wheelbase of PPE vehicles are scalable, making them suitable for use in different market segments.



The Audi A6 e-tron concept's two electric motors are capable of delivering a total output of 350kW and torque of 800Nm. The front wheels of the Audi A6 e-tron concept are connected via a five-link axle specially optimised for electric vehicles, with a multi-link axle in the rear. The concept car features Audi air suspension with adaptive dampers.

The heart of the Audi A6 e-tron concept's drive technology – and that of all future PPE models – is the 800-volt charging technology. Like the Audi e-tron GT before it, this ensures that the Audi A6 e-tron concept's battery can be charged with up to 270kW in a very short time at fast-charging stations.

This revolutionary technology will enter the high-volume mid-range and luxury segments with the PPE for the very first time. This technology allows charging times close to those required to refuel a car powered by a conventional engine. Just ten minutes are enough to charge the battery to a level sufficient to power the car more than 300 kilometres. And in less than 25 minutes, you can charge the Audi A6 e-tron concept's 100 kWh battery from 5 to 80 percent.

The future range of PPE models will include quattro versions with one electric motor mounted to both the front and rear axles, use electronic coordination to deliver all-wheel drive on demand and achieve a perfect balance between driving dynamics and energy efficiency. In addition, the e-tron family will also include versions optimised for minimum consumption and maximum range – in this case, propulsion can come from a single electric motor mounted to the rear axle.

Aerodynamics has always played a key role in Audi's long history of success in the luxury class. The cW value of the Audi 100/C3 remains legendary – at the time it was the aerodynamics world champion across all classes with its cW value of 0.30 in 1982. Now the Audi A6 e-tron concept is writing a new chapter in this success story, adhering to the brand's ethos of relentlessly pursuing a perfect symbiosis of form and function.

A cW value of just 0.22 is unprecedented in the electrified C-segment. In layman's terms, this means the car exhibits minimal aerodynamic drag – which translates into lower energy consumption and therefore extended range. At the same time, the fine-tuning in the wind tunnel has once again resulted in an organic design with exceptional elegance and harmony down to the last detail.

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*\* As per global WLTP standard. Acceleration, fuel consumption and CO<sub>2</sub> emissions figures depend on the individual vehicle specifications.*

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 twelve 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 2017, the Audi Group delivered to customers about 1.878 million automobiles of the Audi brand, 3,815 sports cars of the Lamborghini brand and 55,900 motorcycles of the Ducati brand. In the 2017 fiscal year, AUDI AG achieved total revenue of €60.1 billion and an operating profit of €5.1 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.