Innovative, dynamic, and electric: The Audi e-tron S and the Audi e-tron S Sportback

- **A world first in mass production: three electric motors mobilises up to 370 kW of power and 973 Nm of torque**
- **New quattro generation with electric torque vectoring**
- **Outstanding aerodynamics thanks to intelligent technology**
- **Arrival in New Zealand is expected late 2021**

July, 2020 – Audi developed the Audi e-tron as the ultimate all-rounder, perfect for the everyday New Zealander ready for any terrain. Not only is the e-tron 100% electric it has the performance and quattro technology to back it up. And now, Audi are bringing the sporty factor New Zealanders know and love to the e-tron range in two body styles. The new Audi e-tron S and Audi e-tron S Sportback.

"With electric mobility and sustainability, a big part of Audi's future, it's great to see Audi expanding its e-tron range with the addition of these S model vehicles. When it comes to Audi, quattro performance is expected and there is no doubt the Audi e-tron S and Audi e-tron S Sportback will not disappoint in delivering exhilarating performance and style all while leaving no footprint." said Audi New Zealand, General Manager, Dean Sheed.

Handling 2.0: the driving experience

The new Audi e-tron S and the new Audi e-tron S Sportback deliver dynamics in a new dimension. In S gear, they provide their full boost performance for eight seconds. 370 kW of power and 973 Nm of torque. From standstill it takes just 4.5 seconds to accelerate to 100km/h.

The new S models have two electric motors on the rear axle and one on the front axle, making them the first mass-produced electric cars in the world to have three electric motors. Their drive layout is based on the modular construction principle. An adapted design of the more powerful electric motor that powers rear axle in the Audi e-tron 55 is now installed on the front axle.
The front electric motor from the e-tron 55 operates together with a structurally identical counterpart and individual modifications in the rear. The high-voltage battery has a gross energy capacity of 95 kWh, of which 91 percent (86 kWh) is usable. With one battery charge, the Audi e-tron S and the Audi e-tron S Sportback achieve ranges of up to 360 km and 365 km respectively in the WLTP cycle (preliminary values).

quattro reloaded: electric torque vectoring

In order to improve efficiency, only the rear electric motors are engaged when the Audi e-tron S and the e-tron S Sportback are operating in normal driving mode. The front electric motor flashes into action when the driver demands more performance, or predictively before traction subsides.

Electric all-wheel drive is now enhanced with electric torque vectoring: Each of the rear electric motors sends the drive torques directly to the respective wheel via a single-speed transmission; there is no more mechanical

differential. Need-based regulation takes just milliseconds and can manage very high drive torques.

Networking: the suspension of the electric S models

The large high-voltage battery ensures a balanced distribution of the axle loads and is installed in a low position comparable to that of the three electric motors. This lowers the car's centre of gravity, which offers great advantages in terms of handling. The progressive steering, whose ratio becomes increasingly direct as the steering movement increases, emphasises the sporty character. The suspension has S-specific tuning. The Audi drive select system offers seven driving profiles. For example, it accesses the adaptive air suspension sport – the air suspension with regulated damping can vary the level of the body by up to 76 millimetres depending on the driving situation and settings.

Innovative solutions: aerodynamics.

Flow-optimised wheel arch extensions also make a considerable contribution to resolving the conflict between outstanding aerodynamics and a sporty look. The innovative technology was developed by Audi and is now patented. The brand with the four rings is introducing it to large-scale vehicle construction for the first time. This allows the Audi e-tron S Sportback to achieve a drag coefficient of just 0.26, despite the widening of its wheel arches; in the Audi e-tron S, the drag coefficient is 0.28.

A second major element in the aerodynamics concept is the controllable cooling-air inlet with ducts to cool the front wheel brakes. It remains closed as often as possible so that the airstream flows over the hood with almost no turbulence. As part of efficient thermal management, each e-tron is equipped with a heat pump as standard. It draws heat energy from the waste heat of the drive components, thereby increasing the range by up to ten percent.

The sophisticated recuperation concept also contributes to the vehicle's efficiency. Drivers can select between three recuperation levels, the highest of which allows them to experience a noticeable one-pedal feeling. When braking, the electric motors decelerate alone up to the area of 0.3 g, i.e. in most everyday situations. The hydraulic wheel brakes only come into play beyond that level. However, the electric motors remain active and can convert up to 270 kW of peak performance when braking from a speed of 100 km/h.

Fully digital: controls, infotainment, and assist systems

Like all full-size class models from Audi, the Audi e-tron S and the Audi e-tron S Sportback are equipped with the digital MMI touch response control system with the two large central displays. On the third display, the Audi virtual cockpit, the driver can select a special e-tron screen that moves the electric drive to centre stage. An optional head-up display complements the displays. The MMI navigation plus control and infotainment system is included as standard. Behind its many functions is the third-generation modular infotainment toolkit (MIB 3), which completes all tasks with a high processing power. It cooperates with the communication box, which connects the car with the environment and the passengers' smartphones.

The Audi e-tron S and the Audi e-tron S Sportback are expected to land in New Zealand late 2021. Pricing and spec will be released early 2021.