Audi Q8 e-tron – Drive and efficiency

Revised rear-axle motor and electric torque vectoring for better dynamics

For the new Audi Q8 e-tron*, the asynchronous motor concept on the rear axle was modified. Instead of 12 coils generating the electromagnetic field, there are now 14. The motor consequently generates a stronger magnetic field with similar electricity input, which in turn allows for more torque. If this isn't needed, the electric motor requires less energy to generate torque. This lowers consumption and increases range. With the e-tron range's S model, Audi used a three-motor concept for the first time in large-scale production.

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*__Audi Q8 50 e-tron__ Combined electric power consumption in kWh/100 km (*62.1 mi*): - (NEDC); 24.0–20.1 (WLTP); combined CO2 emissions in g/km (*g/mi*): 0 (0)

Audi Q8 55 e-tron Combined electric power consumption in kWh/100 km (*62.1 mi*): - (NEDC); 24.4–20.6 (WLTP); combined CO2 emissions in g/km (*g/mi*): 0 (0)

Audi SQ8 e-tron Combined electric power consumption in kWh/100 km (*62.1 mi*): - (NEDC); 28.0–24.6 (WLTP); combined CO2 emissions in g/km (*g/mi*): 0 (0)

Audi Q8 50 Sportback e-tron Combined electric power consumption in kWh/100 km (*62.1 mi*): - (NEDC); 23.7–19.5 (WLTP); combined CO2 emissions in g/km (*g/mi*): 0 (0)

Audi Q8 55 Sportback e-tron Combined electric power consumption in kWh/100 km (*62.1 mi*): - (NEDC); 24.1–19.9 (WLTP); combined CO2 emissions in g/km (*g/mi*): 0 (0)

Audi SQ8 Sportback e-tron Combined electric power consumption in kWh/100 km (*62.1 mi*): - (NEDC); 27.0–23.5 (WLTP); combined CO2 emissions in g/km (*g/mi*): 0 (0)

Only consumption and emissions values are only available according to WLTP and not according to NEFZ for this vehicle. Information on fuel consumption and CO2 emissions in ranges are dependent on the chosen vehicle specification.

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Source: www.audi-technology-portal.com
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