Audi Q8 Sportback e-tron – Recuperation

Intelligent braking and recuperation concept

In 90 percent of all braking situations, the Audi Q8 e-tron* does not use its disk brakes, thanks to the intelligent recuperation concept. Up to a deceleration of 0.3 g, the system recuperates via the electric motors alone, without using the conventional brakes which then work as generators, converting the kinetic energy into electrical energy. Only when the driver uses the brake pedal to decelerate more than 0.3 g do the internally ventilated 18-inch wheel brakes come into play. Depending on the driving situation, the Audi Q8 e-tron* decides whether to decelerate via the electric motor, the wheel brakes, or a combination of both – and does so individually for each axle. When braking from higher speeds, the system recuperates with around two-thirds of its drive power.

The optional paddles on the steering wheel can be used to select a total of three levels of regenerative braking. At the lowest level, the Audi Q8 e-tron* glides without additional drag torque when the driver lifts off the accelerator, i.e., it glides freely and puts the input energy to the best possible physical use. No electricity flows to or from the electric motor while the vehicle is moving. In stage 1 (balanced – low deceleration) and 2 (strong – high deceleration), the electric motors develop a regenerative braking torque and produce electricity.

The car reduces the speed noticeably – the driver can decelerate and accelerate using just the accelerator pedal. In addition to manually adjusting the recuperation level with the steering wheel paddles, the driver can also select automatic mode in the MMI.

The predictive efficiency assist then regulates the deceleration as needed and predictively, for example in relation to the route or vehicles on the road ahead. Drivers can adapt the deceleration effect to the situation via the shift paddles; it remains active until the driver operates the accelerator pedal again.

*__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)

Source: www.audi-technology-portal.com
AUDI AG 2026

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
AUDI AG 2026