



EV FACT SHEET

Audi Q8 e-tron (Sportsback and SUV)

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Audi Q8 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, with Australian sales beginning in 2020. It is available in two body configurations: SUV and Sportsback. In 2023 the model naming was changed to add Q8 to the e-tron name to allow for additional electric models to be added under the Q (for electric) moniker.

Model updates:

2022: Initially released as two models (e-tron 50 and e-tron 55) with the key difference between them being 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.

Early 2023: name change to Q8 e-tron, larger battery (106 kWh usable/114 kWh gross), more efficient motors and aerodynamic improvements.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead they generally quote the more achievable ranges found using the newer European WLTP test cycle.

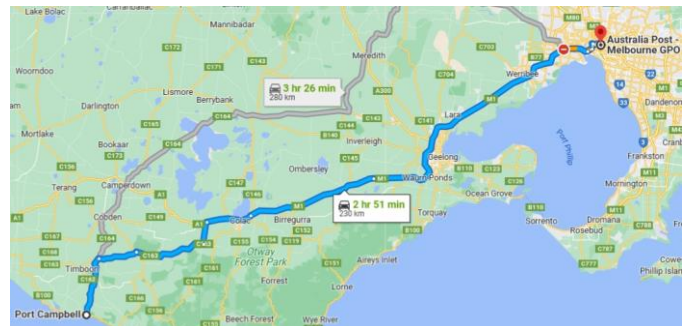
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

National testing system range estimates (km)			
Version	NEDC (Aust)	WLTP (Euro)	US EPA
e-tron 50 (71 kWh)	N/A	334	N/A
e-tron 55 (95 kWh)	580	417	351
Q8 e-tron (114 kWh)	N/A	481/487 ¹	456/474 ¹

Table 1: Driving range estimates for e-tron versions.

Using the US EPA driving range, a Q8 e-tron Sportsback would, at its limit, make a round-trip from the Melbourne CBD to Port Campbell on Victoria's south-west coast – provided the heating or air conditioning were not heavily used. For this sort of trip, a short DC top-up would be recommended at one of an increasing number of DC fast-charger on the route. For further DC and AC charging options and availability, see: <https://www.plugshare.com/>



Approximate Q8 e-tron Sportsback Melbourne return trip range
Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Audi Q8 e-tron is fitted with a CCS2 socket allowing it to charge using standard AC wall sockets or fixed chargers² (EVSEs), as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

- SUV/Sportsback driving range.
- The Q8 e-tron electric can be charged at any AC EVSE, however an adaptor will be needed to use the (extremely few) remaining older EVSEs fitted with Type 1 (11772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Audi Q8 e-tron is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase: 11 kW¹ (16A per phase).

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Q8 e-tron are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (150+kW)
71 kWh: 31h	20h	9.6h	11kW: 6.5h 22kW ¹ : 3.25h	68m	23m
95 kWh: 41h	26.5h	13h	11kW: 8.6h 22kW ¹ : 4.3h	91m	30m
114 kWh: 50h	32h	15.5h	11kW: 10.5h 22kW ¹ : 5.25h	110m	37m

Table 2: Approximate charging times for the three e-tron versions

DC fast charging

The Audi Q8 e-tron electric uses the CCS2 DC fast-charge connector and can charge at up to 150 kW.

V2X capability:

The Q8 e-tron is not capable of V2L, V2H or V2G.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the Q8 e-tron, a three phase, 11kW AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

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 – see Fact Sheets at EVchoice.com.au or read articles in:
 - (a) Renew magazine edition 143. (EVSE wiring)
 - (b) Renew magazine edition 156. (EVSE buyer's guide)

Notes:

1. Optional 22 kW three phase charging available

SPECIFICATIONS

Seating: 5

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

- Boot under parcel shelf: 528/569 (S'back/SUV)
- Rear seat folded: Not specified
- Froot (front boot): 62

Dimensions:

- Overall length: 4,915 mm
- Overall height: 1,634 mm
- Ground clearance: 160 mm
- Overall width (edge of doors): 1,976 mm
- Overall width (edge of mirrors): 2,189 mm TBC

Battery:

- e-tron 50: 71 kWh (64.7 kWh useable)
- e-tron 55: 95 kWh (86 kWh usable)
- Q8 e-tron: 114 kWh (106 kWh usable)

Energy consumption: (WLTP test cycle)

- e-tron 50: 23.6 kWh/100km
- e-tron 55: 23.7 kWh/100km
- Q8 e-tron: 24.4 kWh/100km (SUV)

Kerb weight:

- e-tron 50: 2,445 kg
- e-tron 55: 2,595 kg
- Q8 e-tron: 2,520 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: (unbraked/braked)

- 750 kg/1800 kg

Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
e-tron 50	230	6.8
e-tron 55	300*	5.7*
Q8 e-tron		6.5 (5.6 in boost)

* In 'boost' mode.

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVChoice) 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.