

## Audi Q4 e-tron: the electric bestseller gets an upgrade

- A new interior, cutting-edge infotainment, and expanded digital features offer an even more immersive user experience
- Increased range and greater charging capacity make the electric SUV even more powerful
- The Q4 e-tron impresses with optimized real-world practicality: enhanced driver assist systems, upgraded quality, greater trailer load, and bidirectional charging

Ingolstadt, April 27, 2026 – Audi is making its electric bestseller, the Q4 e-tron\*, more versatile than ever with a range of new features. Inside, the refreshed model impresses with a reimagined digital stage, intuitive controls, and an abundance of space. Outside, the electric crossover now boasts a sharper design and new lighting features. Increased range, greater charging capacity, and more intuitive operation make the car more convenient for everyday use. Moreover, the Q4 e-tron\* can power electrical devices or serve as an energy storage solution for the home – an Audi first.

“With this product upgrade, the Audi Q4 e-tron\* is not only more modern and striking in appearance but also impresses with an improved interior,” says Marco Schubert, Member of the Board of Management for Sales and Marketing. “New features and numerous improvements to the vehicle make the electric entry point into the Audi brand even more attractive – for families and our fleet customers.”

The Q4 e-tron\* is the first Audi model to support **bidirectional charging** – its high-voltage battery can both receive energy from the grid and feed it back to external devices. For example, the **Vehicle-to-Load (V2L)** function allows e-bikes to be charged from a power socket in the trunk or via an adapter on the charging port. In Germany, Austria, and Switzerland, the Q4 e-tron\* can also serve as a home battery supplying stored energy to the household through **Vehicle-to-Home (V2H)**. This is especially beneficial for optimizing self-consumption from solar panels.

In everyday life, customers reap the benefits of significant upgrades to the EV’s drive systems. Thanks to an even more efficient electric motor, for example, the enhanced Q4 Sportback e-tron performance\* now offers up to **592 kilometers** of range.

*The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.*

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

In the Q4 SUV e-tron quattro performance\* and Q4 Sportback e-tron quattro performance\*, the maximum SUV charging capacity has increased from 175 kW to **185 kW**. On longer journeys, this keeps charging stops brief: in some variants, the high-voltage battery charges from 10 to 80 percent in about 27 minutes. For the Q4 Sportback e-tron quattro performance\*, it is possible to add **185 kilometers** of range in just **ten minutes**. Plus, the battery can be automatically or manually preconditioned for better charging performance.

Audi offers the Q4 e-tron as both SUV and Sportback, each with two battery sizes to choose from: **63 kWh gross and 82 kWh gross**. Everyday usability is improved by the increased **trailer load of 1,800 kilograms** (+400 kg) in the models with **quattro drive**, the **electric tailgate as standard**, and the **515-liter** trunk. Folding down the rear seats expands the luggage compartment to **1,487 liters**.

A leap in comfort and flexibility awaits customers in the all-new interior, which is also optionally available in the **S line**. The heart of the spacious cabin is the **digital stage**: a **panoramic display** with an 11.9" instrument cluster and a 12.8" MMI touch display keeps everything in clear view. An optional 12" **passenger display** with a customizable standby design completes the setup. With new **One Connected Infotainment**, Audi is enhancing comfort and entertainment functions. The intelligent **Audi assistant** controls vehicle functions via voice command and can answer questions about the logbook. Thanks to ChatGPT integration, occupants can query information and interact naturally with the car. Comfort and ambiance are further enhanced by dynamic interaction lighting, a new center console, and two cooled inductive charging trays, each with 15 watts of power. The **Softwrap**, with its large application area spanning from the doors across the entire width of the dashboard, creates a cohesive, premium sense of space. Vertical air vents accentuate the width of the cockpit.

Audi has also taken the lighting to the next level: up front, **digital LED daytime running lights** with segmented technology create **digital light signatures** for instant recognition, selectable through the MMI. **Second-generation digital OLED rear lights** significantly improve safety and functionality while also making a bold design statement. In addition, the **optional proximity lighting** warns other road users when they get **too close**.

In Germany, the **Audi Q4 SUV e-tron\*** with the **63 kWh (gross)** battery starts at **47,500 euros**. The quattro models of the **SUV version** cost **55,900 euros** and **59,000 euros**. The standard surcharge for the **Sportback body versions** is **1,950 euros**. The new models will be made available to order **in Europe during May**, with **deliveries** expected to commence in the summer.

You can find detailed information about the Audi Q4 e-tron models below.

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### **Bidirectional charging: ready for the future in both directions**

The Audi Q4 e-tron\* is the first Audi with bidirectional charging. With Vehicle-to-Load (V2L), the car directly powers electric devices. It does so via a domestic power socket in the trunk (providing continuous power of 2.3 kW at 230 V AC) or an optional adapter on the side charging port with a domestic power socket (2.3 kW) or a camping power socket (3.6 kW). In Germany, Austria, and Switzerland, the Q4 e-tron\* is also ready for Vehicle-to-Home (V2H), where the high-voltage battery acts as supplementary home energy storage, for example, in tandem with a photovoltaic system.

During V2H bidirectional charging, energy from the high-voltage battery in the Q4 e-tron\* can be transferred to the home via a compatible DC wallbox.

The state of charge (SoC) at which the car can supply energy is between 20 and 80 percent. V2H and V2L discharging is calculated as a mileage equivalent and displayed as a virtual odometer in the vehicle. There are two options for charging to 100 percent: either the customer sets a scheduled departure time or triggers immediate charging to full.

The DC charging capacity of the 82 kWh battery in the Audi Q4 SUV and Sportback e-tron quattro performance\* increases from 175 kW to up to 185 kW – charging from 10 to 80 percent at a fast-charging station in just 27 minutes. Up to 180 km of range can be added in ten minutes. Plug & Charge is also new as standard: at compatible charging stations, the car automatically authenticates itself with an Audi charging contract when the cable is plugged in, starts the charging process, and handles billing automatically at session end.

### **Even more efficient drive**

Whether rear-wheel drive or quattro all-wheel, all Audi Q4 e-tron models feature a permanently excited synchronous motor (PSM) in one of two power variants on the rear axle, ensuring high efficiency. The new “APP350” electric motor incorporates a number of efficiency-enhancing measures and thus ensures increased range and more torque in the Q4 e-tron\* and Q4 e-tron quattro\*.

The update to the electric motor also introduces newly developed power electronics. The pulse inverter uses silicon carbide semiconductors, which reduce switching losses and improve efficiency, especially under partial load. In addition, new software functions optimize consumption. Advanced modulation techniques better leverage DC voltage for more power even at lower charge levels. Overall, efficiency has improved by around ten percent versus the previous model.

The transmission is also more efficient. Newly engineered low-viscosity lubricant reduces friction losses while remaining highly resilient. Especially in cold weather, this new lubricant alone can extend range by up to twelve kilometers with a fully charged battery.

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All these efficiency gains add up to noticeably improved range. The Q4 SUV e-tron\* and Q4 Sportback e-tron\*, with rear-wheel drive, a 63 kWh (59 kWh net) high-voltage battery, and 150 kW of power, benefit by around 30 kilometers. For the all-wheel drive models, the gain is between 16 and 32 kilometers, depending on the variant.

### Drive systems for the SUV and Sportback

Technical data	Q4 SUV e-tron and Q4 Sportback e-tron	Q4 SUV e-tron performance and Q4 Sportback e-tron performance	Q4 SUV e-tron quattro and Q4 Sportback e-tron quattro	Q4 SUV e-tron quattro performance and Q4 Sportback e-tron quattro performance
*Values in parentheses apply to the Sportback				
Maximum electric power in kW	150	210	220	250
Maximum electric torque in Nm	350	545	Rear: 350 Front: 134	Rear: 545 Front: 134
Combined consumption in kWh/100 km	18.0 – 15.3 (17.3 – 14.8)	18.4 – 15.6 (17.7 – 15.2)	19.1 – 16.1 (18.6 – 15.6)	18.9 – 16.2 (18.5 – 15.8)
Top speed	160	180	180	180
Acceleration 0 to 100 km/h in s	8.1	6.6	6.2	5.4
Maximum range	440 (451)	578 (592)	558 (573)	541 (554)
Maximum DC charging capacity in kW	160	165	165	185

### Dynamic and cohesive: the exterior

On the outside, the Q4 e-tron\* now looks more modern and expressive: short front overhangs, large wheels, a broad stance, and muscular side panels create dynamic proportions. The centerpiece of its high, upright front is the Singleframe, now color-matched to the body. The S line variant adds vertical blades in Selenite silver matte to the corners of the front and rear bumpers. In conjunction with the black exterior package, the blades are finished in high-gloss Mythos black.

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In addition, functional air intakes reduce drag by channeling airflow around the front wheels. Special wing elements in the bumper accentuate width and create a fully cohesive look.

On the Q4 SUV e-tron\*, a roof edge spoiler caps the D pillar. A black accent strip running the length of the roof visually separates the rear roof from the body, giving the impression it's floating – a detail that further underscores the car's dynamic presence. Horizontal lines at the rear amplify its visual width, making it look higher and more upright. A newly contoured rear spoiler makes the SUV more aerodynamic, and a redesigned, high-set diffuser adds a sporty finish. Three new exterior colors and five new wheel designs are available for customization.

### **New lighting functions for customization and safety**

At night, the upgraded Q4 e-tron\* shines: up front, digital LED daytime running lights with segmented technology create digital light signatures for instant recognition, selectable through the MMI. At the rear, second-generation digital OLED rear lights raise the bar for light design, functionality, and safety in the new Audi Q4 e-tron family. The proximity detection system warns following vehicles if they come too close to a stationary vehicle. At the same time, the fully electric SUV sets new standards in personalization: a total of four digital light signatures – available at the top of the range in combination with optional matrix LED headlights and digital OLED rear lights 2.0 – allow a customized look. A signature stays in motion even while driving. For a lively image, the digital OLED rear lights create a new light pattern multiple times a second – using six digital OLED panels with a total of 284 segments and a specially developed algorithm. The rear takes on a dynamic look – a visible interaction between the car and its surroundings.

### **Practical and spacious: the interior**

At the heart of the cabin is the driver-oriented digital stage. Its centerpiece is the panoramic display, pairing an 11.9" instrument cluster and a 12.8" MMI touch display with large tiles for a quick overview of features and services. For the first time in this segment, an optional 12" passenger display is also available – the largest ever in an Audi, featuring a customizable standby design. Without the passenger display, premium decorative surfaces enhance the appearance of this area. For even more intuitive orientation, the Q4 e-tron\* can be equipped with an optional augmented reality head-up display. This projects information onto the windshield in two layers: in the AR layer, turn arrows from the navigation system, starting points and destinations, and prompts from selected assist systems appear in the appropriate position on top of the real environment. These elements look like they're floating around 10 meters ahead of the driver, or further depending on the situation. From the driver's perspective, the field of view for AR content spans a diagonal of approximately 70 inches. Below this, the status layer shows speed, traffic signs, and assistance and navigation icons, visually placed around three meters ahead of the driver.

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The clearly structured dashboard amplifies the sense of space. Vertical air vents frame the dash and visually link to the low-profile, integrated door handles. There are four easily accessible charging options for smartphones: two cooled inductive charging trays (up to 15 watts each) and two USB-C ports under the center armrest. Two additional USB-C ports are optionally available in the rear.

When it comes to space, the Q4 e-tron\* delivers what used to be reserved for full-size SUVs: airy up front, plenty of legroom in the back – made possible by the technical basis designed as an electric platform. In total, the model offers around 25 liters of storage in various compartments. Everyday utility is underscored by the 515-liter trunk (up to 1,487 liters with the rear seats folded down) and increased trailer load of 1,800 kilograms. The nose weight is 75 kilograms.

Details such as cushioned knee pads, premium stitching, and scratch-resistant surfaces further enhance the interior. The rising center console seamlessly connects the dashboard to the rear seats and creates a sporty character. The optional plus and pro ambient lighting packages set the mood after dark. White ambient lighting comes as standard. Marker lights accentuate the lines of the dash and center console. Optionally, dynamic interaction lighting below the windshield enhances the atmosphere and improves usability and safety. A Sonos premium sound system is also available. Sport seats come as standard. Third-party apps are accessible directly through the Audi Application Store in the MMI – no smartphone required. Many vehicle functions can be controlled via the intelligent Audi assistant: the AI-powered voice assistant is fully integrated into the car and represented by an icon in the head-up display or the Audi virtual cockpit. Recognized inputs are also shown in the instrument display. The Audi Q4 e-tron\* infotainment system is based on Android Automotive OS.

### **Safer and simpler thanks to new driver assist systems**

The upgraded Audi Q4 e-tron\* introduces driver assist systems that make everyday driving noticeably easier – and safer. Depending on the vehicle's specification, Tech, Tech plus, and Tech pro packages are available. At market launch, standard features include: parking system plus with distance display, cruise control (including speed limiter) with preparation for adaptive cruise control, lane departure warning with emergency assist, traffic sign recognition, attention and fatigue warning with driver monitoring, and active front assist with evasion and turn assist, front cross traffic assist, and front emergency brake assist.

Adaptive driving assistant plus is available for additional convenience – it helps with acceleration, braking, maintaining speed and distance, and lane guidance. Above 90 km/h, the system can also assist with lane changes on the highway. The driver activates the function via the MMI. The system uses arrow symbols in the instrument cluster and head-up display to indicate whether a lane change is possible; once the turn signal is set, it actively assists the steer. With online data, adaptive driving assistant plus can maintain the vehicle's lane even without visible lane markings, elevating comfort on rural roads and city streets. Use of online data is included for three years after delivery.

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Optional trained parking, reverse assist, park assist plus, and four wide-angle surround view cameras are a convenience boost, especially in the city. The traffic sign recognition also displays warning signs such as yield signs and signs warning of construction sites, pedestrians, animals, and railroad crossings.

### **Market launch and pricing**

The new models will be made available to order in Europe during May, with deliveries expected to commence in the summer. In Germany, the Audi Q4 SUV e-tron\* with the 63 kWh (59 kWh net) battery starts at 47,500 euros. The Audi Q4 Sportback e-tron\* with the small battery is available from 49,450 euros. The Q4 SUV e-tron\* with the 82 kWh (77 kWh net) battery starts at 53,500 euros; the Q4 Sportback e-tron\* with the large battery is available from 55,450 euros.

***Subject to change / consumption, emission and range values are provisional.***

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#### **About Audi**

Audi drives transformation and shapes the mobility of tomorrow – with intelligent, electric products.

The premium automotive brand is available in more than 100 markets. Its global production network spans 22 sites in 13 countries. **Vorsprung durch Technik** unites more than 88,000 employees. With courage, passion, responsibility, and trust, they are reinterpreting more than 100 years of automaking tradition for the future. In 2026, Audi is entering Formula 1 with a factory team in a bold expression of its motorsports DNA.

The Audi Group also includes the supercar manufacturer Lamborghini, the luxury brand Bentley Motors, and the motorcycle maker Ducati.

Learn more about the Audi Group [here](#).

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**Fuel/electric power consumption and emissions values of the models named above (preliminary figures):**

**Audi Q4 SUV e-tron**

Combined electric power consumption in kWh/100 km (62.1 mi): 18.0-15.3 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 Sportback e-tron**

Combined electric power consumption in kWh/100 km (62.1 mi): 17.3 -14.8 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 SUV e-tron performance**

Combined electric power consumption in kWh/100 km (62.1 mi): 18.4-15.6 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 Sportback e-tron performance**

Combined electric power consumption in kWh/100 km (62.1 mi): 17.7 -15.2 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 SUV e-tron quattro**

Combined electric power consumption in kWh/100 km (62.1 mi): 19.1-16.1 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 Sportback e-tron quattro**

Combined electric power consumption in kWh/100 km (62.1 mi): 18.6 -15.6 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 SUV e-tron quattro performance**

Combined electric power consumption in kWh/100 km (62.1 mi): 18.9-16.2 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A

**Audi Q4 Sportback e-tron quattro performance**

Combined electric power consumption in kWh/100 km (62.1 mi): 18.5 -15.8 (preliminary values); combined CO<sub>2</sub> emissions in g/km (g/mi): 0; CO<sub>2</sub> class: A