World first: start of the Audi charging hub as an urban quick-charing concept

- **Unique pilot project opens on December 23 at the Nuremberg Exhibition Center**
- **Six reservable fast-charging points with up to 320 kW of charging power**
- **Exclusive lounge and extensive service offerings enhance the charging time**

Nuremberg, December 16, 2021 – With the continuously growing number of electric models, the demands made on charging infrastructure is increasing. Today at the exhibition center in Nuremberg, the first Audi charging hub is going into operation as the only charging concept of its kind in the world. The Audi charging hub opens for customers on December 23. The modern quick-charging station with reservable high-power charging areas is oriented toward, among other things, electric car owners who don't have any charging opportunities at home. Moreover, the Audi charging hub is intended to serve future peak demand for charging in urban environments. A connected lounge area offers a premium charging experience.

With the pilot location, Audi is road-testing its new charging concept for the first time. "We want to use it to test flexible and premium-oriented quick-charging infrastructure in urban space," says Ralph Hollmig, Audi charging hub project manager. "We're going where our customers don't necessarily wake up in the morning with a fully charged electric car and at the same time thinking about increasing charging demand in the future."

Self-sufficient and affordable charging infrastructure

Cubes are the foundation of the Audi charging hub. The flexible container cubes can be assembled and disassembled again in existing areas in a few days. The cubes provide two fast-charging stations for each unit and can be combined in various constellations. Used and processed lithium ion batteries function as energy storage systems – what are known as second-life batteries taken from dismantled development vehicles. That reduces costs and resources. This makes complex infrastructure with high-voltage power lines and expensive transformers as unnecessary as time-consuming planning procedures. The Audi charging hub's battery-storage solution will bring quick-charging infrastructure where the electric grid is not enough.

Thanks to the roughly 2.45 MWh of interim storage, the charging stations in Nuremberg only need a 200 kW green power connection to the low-voltage network that is already available, which is entirely sufficient for operating the Audi charging hub. The 200 kW are enough to continually fill the storage modules. Solar panels on the roof additionally provide up to 30 kW of green energy. Customers can charge electric cars with up to 320 kW of power at six charging points. A total of about 80 vehicles can be charged here per day without reaching the limits of the energy storage system's capacity combined with the hub's 200 kW power input.

The Audi e-tron GT* reaches a charging capacity of up to 270 kW. That allows the four-door Coupé to charge enough energy for up to 100 kilometers in about five minutes. A charge from 5 to 80 percent takes roughly 23 minutes.

Prices like the Wallbox at home

Currently, anyone who chooses to use the high-power charging stations at the Audi charging hub in Nuremberg and have an e-tron Charging Service contract can charge for 31 cents per kilowatt hour, regardless of the rate. That makes the Audi charging hub a real alternative to charging at home. “We’re providing people in urban areas with charging at the price they would pay to charge using the Wallbox at home,” says Hollmig. The Audi charging hub in Nuremberg is an open charging site. The entrance area is even accessible for drivers of cars of other makes.

Fast and uncomplicated charging

Audi customers can use the new reservation function in the myAudi app: they can easily book one of the six charging areas. Charging itself is quick and uncomplicated. With Plug and Charge (PnC), it is even possible to charge models with Plug and Charge functionality without an RFID (radio frequency identification) card at two of the six charging points during the pilot phase. The authentication process takes place automatically via encrypted communication as soon as the charging cable is connected to the vehicle. To use this system, drivers must have a PnC-capable model of the Audi e-tron series (Audi e-tron 50/55/S incl. Sportback derivatives with production date after calendar week 48/2021) and an active e-tron Charging Service contract. Customers can spend the 20- to 30-minutes it takes to charge up to 80 percent charging volume – for instance with an Audi e-tron* or e-tron GT* – in the upstairs lounge.

Attractive service offerings enhance charging time

The tests that are starting in Nuremberg focus on the new reservation function, customers’ expectations of a premium charging experience, and technical aspects like the requirements for modern battery storage systems. Audi also wants to determine which times of day the facility is particularly frequently used. The goal is to establish the Audi charging hub with appropriate added value for customers. To that end, Audi is offering additional attractive services on-site beyond charging electric cars: an exchange station for electric bike batteries, an electric scooter lending service, information about various Audi products, as well as test drives in the Audi Q4 e-tron* and RS e-tron GT*, supervised by Audi experts. Additionally, Audi offers a just-in-time delivery service for food, an upscale automat, and mobile car care.

Service staff look after customers

In the roughly 200 square meter (*2,153 sq. ft.*) barrier-free lounge, which also includes a 40 square meter (*431 sq. ft.*) patio, users’ wellbeing takes center stage. There they can work and relax. On a 98 inch screen, Audi models can be configured or information about the Audi charging hub’s functionality or a car's current charge level can be retrieved.

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

During the pilot project in Nuremberg, an employee will attend to visitors' wishes between 10:00 AM and 7:00 PM. Six charging points and a lounge are available around the clock. "Our customers will share multiple benefits," says project manager Hollmig. "With an exclusive reservation option, a lounge area, short idle time thanks to high charging capacity, and a novel swivel arm to simplify handling the charging cable."

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Fuel/electric power consumption of the models named above
Information on fuel/electric power consumption and CO_2 emissions in ranges depend on the tires/wheels used as well as the selected equipment.

Audi Q4 e-tron
Combined electric power consumption in kWh/100 km (62.1 mi): 21.3–17.0 (WLTP); 18.2–15.6 (NEDC); combined CO_2 emissions in g/km (g/mi): 0 (0)

Audi e-tron
Combined electric power consumption in kWh/100 km (62.1 mi): 26.1–21.0 (WLTP); 24.3–20.9 (NEDC); combined CO_2 emissions in g/km (g/mi): 0 (0)

Audi RS e-tron GT
Combined electric power consumption in kWh/100 km (62.1 mi): 22.5–20.6 (WLTP); 20.2–19.3 (NEDC); combined CO_2 emissions in g/km (g/mi): 0 (0)

The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO2 emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the consumption and CO2 emission values measured are in many cases higher than the values measured according to the NEDC. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp.

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electric power consumption, CO2 emissions and performance figures.

Further information on official fuel consumption figures and the official specific CO2 emissions of new passenger cars can be found in the "Guide on the fuel economy, CO2 emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).