

ALPINE A390 : THE SOUL OF ALPINE IN A *SPORT FASTBACK*



A SINGLE OBSESSION DROVE THE CREATION OF THE ALPINE A390

A single obsession drove the creation of the Alpine A390: driving pleasure. Alpine's all-new sport fastback embodies the brand's DNA and the exhilarating driving experience of the A110 with added versatility. It can be summed up as follows: a racing car in a suit. To offer the best in electric propulsion, Alpine's engineers and developers have created a set of three electric motors (one at the front, two at the rear) that form an AWD system (a first for Alpine) and enable the development of the Alpine Active Torque Vectoring* system, which enhances dynamism, safety and agility. It is a level of sophistication usually reserved for higher segments. Here, the driving experience is the priority even more than pure performance. The A390 is designed to deliver its performance unabated in the most demanding conditions, whether climbing mountain passes or even on the racetrack.

The A390 is the second model in Alpine's Dream Garage, following the A290 and preceding the future A110, which will also be 100% electric. It will expand the brand's customer base by attracting new buyers and appealing to professional customers. Its Ampere electric platform and energy services for optimising home charging, including Mobilize Power, the V2G bidirectional charging (in France), make it part of a comprehensive electric ecosystem offering an optimal experience.

The A390 is designed and manufactured in France at the brand's historic Manufacture in Dieppe, which is undergoing a transformation that will see it become a bridge between history and the future, both in terms of electrification and production volumes. Its engines are manufactured at the Cléon plant, while its high-performance Verkor batteries use cells and modules produced in Dunkirk and assembled in Douai. A true French Alpine through and through, right down to its exclusive tyres supplied by Michelin and its Devialet audio system.

* active torque distribution





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THE ALPINE A390,
OR HOW TO REINVENT THE SPIRIT
OF THE A110 IN A 5-SEAT SPORT
FASTBACK.

The A390 is the quintessential Alpine, combining sportiness and performance with technology and refinement, all for a unique driving experience that is equally suited to everyday use and more spirited driving. Inspired by French design expertise, its distinctive styling will delight all lovers of beautiful sports cars, just as Alpine has done for more than 70 years. Above all, this all-wheel-drive sport fastback is the finished product from a team of passionate men and women who believe electric sportiness is meaningful and are working hard to do it justice.

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PHILIPPE KRIEF, ALPINE CEO

01 THE DESIGN OF A RACING CAR IN A SUIT

In the form of an elegant sport fastback with a striking personality, the A390 combines the fluidity and sportiness of its iconic lines with a welcoming interior for its five passengers. It boasts generous dimensions, unprecedented for an Alpine, while remaining compact: 4.615 x 1.885 x 1.532 m.

The A390 reveals its 100% Alpine DNA from a distance and up close. Its coupé proportions are visible from 110 metres away, with its helmet visor-shaped rear window and compact glazed surfaces contributing to its compact appearance. Then, at a second level of interpretation, at 110 centimetres, the sculpted line animating the rear doors with integrated handles is revealed, as is the precision of the work on the shoulders of the body line, the reflections and volumes, and the bonnet blade that allows air to pass through to channel aerodynamic flows. At 110 millimetres, every detail can be admired, such as the front bumpers with triangular shapes inspired by mountains, incorporating openings that create air curtains. Other elements feature in its unique lighting signature. At the front, a cluster of illuminated triangles called 'Cosmic Dust' evokes a comet piercing the atmosphere. When the driver approaches the vehicle, they come to life in a welcome sequence. A projection of the Alpine logo surrounded by snowflakes is also directed sideways at ground level.

At the rear, fragmented triangles frame a backlit Alpine logo in complete lettering. Lastly, the thin light bars at the front and rear, which seem to slice through the air like a blade, evoke a sense of lightness. Every detail has been carefully thought out, right down to the Alpine A logo on the side, whose arrow always points forward, and the option of a tricolour flag on the C-pillar, as on the A110.

Aerodynamics, one of the major contributors to the electric range, has been carefully considered in every detail, from the spectacular sculpted bonnet blade to the rear skirt. Form follows function, with a 17° roof angle, rear wheel 'flaps', guided air passages at the wheels and an 8° angle for the diffuser, inspired by the Le Mans Daytona h (LMDh) prototypes. A discreet black spoiler integrated into the rear window's base completes the aerodynamic features at the rear of this sport fastback. The result is a perfect balance between aerodynamic fluidity and elegance. And finally, a tiny Easter egg is hidden in the corner of the windscreen: the legendary silhouette of the Alpine A110.

Presented at the 2024 Paris Motor Show, the A390_β show car revealed 85% of the Alpine A390's final design. The proportions, silhouette and lighting signature gave a very accurate preview of the production version of the A390. For this show car, Alpine gave prominence to various innovative materials for custom-made elements reminiscent of mineral themes, such as carbon fibre and 3D printing. The execution was particularly spectacular in the interior, which was revealed mainly through large opposing doors.



SIX BODY COLOURS ARE AVAILABLE:

Noir Profond, Bleu Abyssé, Bleu Alpine Vision, Argent Mercure, Blanc Topaze and Gris tonnerre mat (Atelier 2025). Depending on the case, the roof is the same colour as the body or in contrasting black. The sill panels and wheel arches are gloss black. Depending on the finish, the A390 is fitted with exclusive aerodynamic Cristal wheels inspired by endurance racing, available in 20-inch gloss black diamond-cut or Atelier 2025 matt black. The 21-inch wheels are a reinterpretation of the Alpine Snowflake style, with several finishes available: gloss black diamond-forged (GTS) or matt black forged (Atelier 2025).

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EVEN BEFORE ITS STYLISTIC EXPRESSION,
THE A390'S PROPORTIONS ARE VISIBLE FROM
AFAR WITH ITS A110-INSPIRED PROFILE.

It offers a unique silhouette, an expression of the dynamic behaviour of our sport fastback. It features many elements from our A390_β show car, and its lighting signature takes its inspiration directly from the Alpine Alpenglow concept and the A424 Hypercar competing in the World Endurance Championship.

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ANTONY VILLAIN, ALPINE VP DESIGN



02__ INTERIOR DESIGN: A SPORTY COCOON FOR 5



Stepping inside the A390, one is immersed in a world devoted to sportiness, with particular attention paid to comfort and perceived quality, with the dashboard, centre console and door panels coated in leather and a sophisticated lighting atmosphere. The colour theme is blue, in keeping with the Alpine A290.

The cockpit is driver-oriented, with 12.3-inch and 12-inch high-definition screens facing the drivers to immerse them in the Alpine universe. Physical climate control allows drivers to adjust settings without taking their eyes off the road. The heated sport steering wheel is wrapped in Nappa Bleu leather and features a flat bottom and a centre point. It integrates the controls for the driving modes, driver assistance, telephone, voice assistant and instrument panel display modes. Two specific coloured aluminium buttons, inspired by the world of Formula 1, control the regeneration level (blue RCH rotary knob for Recharge) up to One Pedal mode and the boost available for overtaking and launch control (red OV button for Overtake). And there is a specific switchgear for audio controls.

The high centre console, inspired by the iconic design of the A110, incorporates the characteristic Alpine RND transmission controls, highlighted by two customisable wings. The A390 features electrically adjustable and heated Alpine Sport seats for support and comfort, made from various upholstery materials, including Alcantara microfibre, typical of sports cars. They feature an arrow-shaped A logo on the upper section. At the top of the range, the A390 is equipped with blue and grey Nappa leather Alpine Sport Seat by Sabelt® bucket seats, which can be fitted with optional carbon twill or forged carbon inserts in the rear section, matching the dashboard trim.

The materials and finishes are particularly refined, down to minor details, with aluminium Devialet speaker grilles, an optional microfibre headliner and numerous Atelier Alpine customisation options (brake calliper colour, seats, wheels, etc.).

The Alpine A390's five doors provide easy access, and in the rear, the two side passengers enjoy valuable support during sportier driving. Lastly, the A390 boasts a generous boot capacity of 532 litres, which can offer more versatility with an optional double floor.

03 — ALPINE SAVOIR-FAIRE APPLIED TO THE GROUP'S PLATFORM

Combining comfort and agility typical of an Alpine in a C-segment format: the specifications set by the A390's development engineers led to a radical overhaul of the AmpR Medium platform to deliver first-class dynamics for this sport fastback. Its dimensions are reflected in its name, which, in Alpine's nomenclature, combines an A followed by three digits: here, the 3 refers to the size of the vehicle and the 90 to the brand's versatile, everyday vehicles. At just 4.615 m long, it combines wider tracks for stability, exclusive forged aluminium suspension triangles and a short wheelbase of only 2.708 m for agility. Its low centre of gravity and ideal weight distribution, with 49% at the front and 51% at the rear, are the perfect basis for highly balanced and playful handling. The skateboard-style architecture and compact front motor allow for a compact front end. A special aluminium cradle manufactured in France houses the two rear motors, a configuration that can lower the boot floor and maximise load capacity.

Enabled by its three engines, the all-wheel drive gives the A390 exemplary traction in all grip conditions. The GTS version ensures class-leading performance with acceleration from 0 to 100 km/h in just 3.9 seconds, with a total power output of 470 hp and up to 808 Nm of torque! This acceleration equals the Alpine A110 R. The two rear engines activate the Alpine Active Torque Vectoring system, which plays a key role in the A390's driving dynamics (see next chapter).

The chassis settings replicate the agility, lightness, and stability of the A110 as closely as possible, the benchmark model in the Alpine range. These ambitious specifications ensure this sport fastback is lively and easy to control. The A390 has dedicated suspension with hydraulic stops to offer the best compromise between comfort and handling. Among the technical choices made by Alpine's development engineers, the very short steering ratio allows for minimal steering angles, resulting in a straightforward driving feel. Particular attention has also been paid to the braking feel to ensure easy dosing in all driving conditions. The fading feel, endurance, and braking power align with the A390's high performance. It features 365 mm discs with 6-piston callipers, a first for Alpine.



The A390 features the latest generation of driver assistance systems (ADAS), with a dashboard display realistically showing the car's surroundings. New features such as driver attention monitoring with progressive emergency braking, automatic emergency braking extended from forward to reverse, lane departure warning and, when parking, safe exit for occupants complement traditional aids.

The My Safety button on the left of the steering wheel allows the driver to select their ADAS settings with a single touch, choosing whether to activate or deactivate them, their level of intervention and the presence of audible alerts. Lastly, the A390 features adaptive cruise control with stop & go as standard and (depending on version) a function that allows the vehicle to move out of the way to let two-wheeled vehicles pass, for example.

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WE SET THE BAR VERY HIGH
IN TERMS OF PERFORMANCE
FOR THE A390

Our engineers and test drivers have developed innovations that enable us to meet this technological challenge and achieve performance worthy of an A110 while ensuring the safety and comfort of a versatile electric fastback. Combined with its unique design, we are extremely proud of the result: a new Alpine that is as innovative as it is faithful to the brand's spirit. See you at the next corner! ”

SOVANY ANG, VP ALPINE PRODUCT PERFORMANCE

ALPINE





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OUR TEAMS ARE VERY PROUD TO SEE THE LAUNCH OF THE ALPINE A390 TODAY, WHICH MARKS THE CULMINATION OF TWO YEARS OF TRANSFORMATION AT THE SITE.

In addition to the technical transformations, more than 10,000 hours of training have been carried out to adapt skills and provide the necessary authorisations for the assembly of electric vehicles. The arrival of 80 new employees of all profiles, from operators to managers, brings the total number of employees to 377 today, all of whom are passionate about the brand.

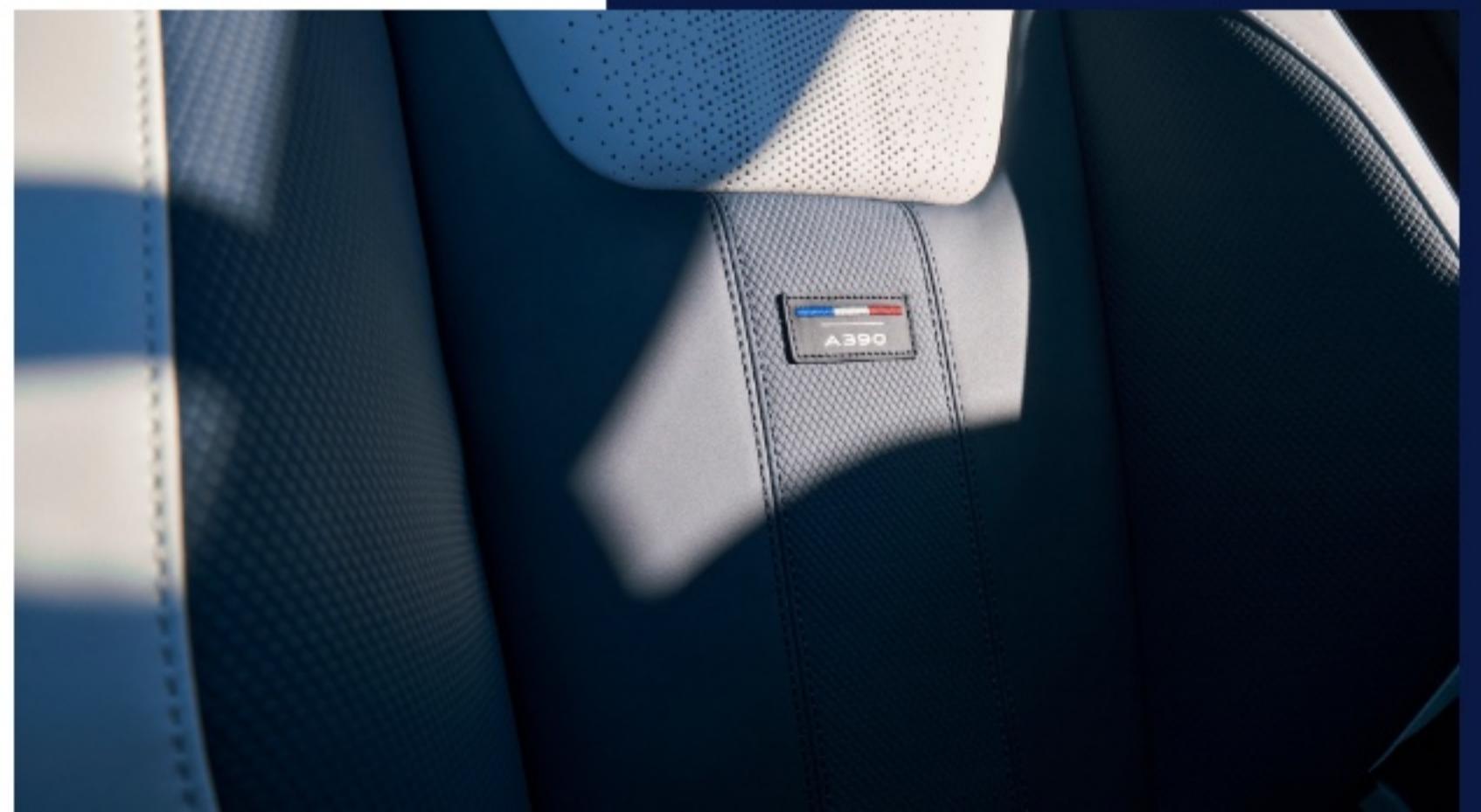
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ANNE-CATHERINE BASSET, INDUSTRIAL DIRECTOR OF THE MANUFACTURE ALPINE DIEPPE JEAN RÉDÉLÉ

A390: ALPINE INVESTS IN A FRENCH INDUSTRIAL ECOSYSTEM

The Alpine A390 is assembled at the Manufacture Alpine Dieppe Jean Rédélé in the historic Alpine factory. The site has been transformed to accommodate the manufacture of the brand-new Alpine A390 electric vehicle. The production line has been adapted and modernised, and logistics flows have been reviewed, with the creation of a delivery car park adjacent to the site and an advanced logistics warehouse project a few kilometres away.

A390 benefits from the entire Ampere ecosystem launched by Renault Group in 2023 for the electric vehicles of its brands on the various markets. The electric motors come from the Ampere Manufacture in Cléon. The high-performance Verkor batteries use modules produced in Dunkerque and are assembled at Manufacture Ampere Electricity in Douai. Finally, the chassis has been designed and manufactured at Renault Group's Le Mans site.





BESPOKE MICHELIN TYRES FOR THE A390

Michelin and Alpine have a long history of collaboration dating back to 2012. All tyres fitted to the Alpine A390 are Michelin-branded and feature special A39 markings. The French manufacturer co-developed the tyres to offer the best possible grip and range. They are ideally suited to the A390's suspension design and handling, ensuring that these performance characteristics are maintained even when the tyres are replaced during the car's lifetime.

- The 20-inch Michelin Pilot Sport EV (GT version: 245/45 R 20) is a sporty summer tyre with optimised energy efficiency, combining grip, durability and range.
- The 21-inch Michelin Pilot Sport 4S (GTS version: 245/40 ZR 21) is the sportiest summer tyre, designed to harness the A390's full performance potential on both dry and wet roads.
- The 20-inch Michelin Cross Climate 3 Sport (245/45 R 20) is an all-season tyre offering high levels of grip in a wide range of conditions, particularly in cold, wet and snowy weather.





04 — POWERTRAINS: PERFORMANCE AND ACTIVE TORQUE DISTRIBUTION



The Alpine A390 features an original architecture with three motors, providing all-wheel drive with a layout similar to that of a rear-wheel drive vehicle: a front motor with a wound rotor and two fully dedicated permanent magnet synchronous motors at the rear, each dedicated to one wheel. These motors drive the Alpine Active Torque Vectoring system, a unique patented solution developed through extensive testing by Alpine test drivers and engineers. All three motors are manufactured at the Ampere plant in Cléon.

The Alpine A390 is available in two versions, offering two different power outputs:

- The GT develops 400 hp and accelerates from 0 to 100 km/h in 4.8 seconds, with a 200 km/h top speed.
- The GTS develops 470 hp and up to 808 Nm of maximum torque and accelerates from 0 to 100 km/h in 3.9 seconds, with a top speed of 220 km/h.

The A390's class-leading performance is designed to be easily repeated without any loss of power, even when the battery is not fully charged. Manual battery preconditioning can also be activated from the central display to achieve maximum performance for intense sporting use or to lower the temperature after laps on the track, for example.

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THE DRIVING FORCE BEHIND
DEVELOPING THE A390'S
DYNAMICS WAS TO MAKE
IT AS FAST AND AGILE AS
THE A110.

To achieve this, we had to eliminate the impact of the battery's weight with a technical solution to enhance the perceived lightness. The design with three motors and Alpine Active Torque Vectoring made it possible to interact between the motors to manage the torque between the front and rear axles as well as on the outer wheel to influence the balance, transitioning from understeer to neutral or even oversteer, thereby acting on the handling. ”

ROBERT BONETTO, VP ALPINE ENGINEERING PROJECTS

05

THE MAGIC FORMULA BEHIND ALPINE ACTIVE TORQUE VECTORING

The two rear motors offer independent wheel control, enabling Alpine Active Torque Vectoring. This active torque variation system relies on a difference in longitudinal forces between the two wheels on the same rear axle, notably by delivering more torque to the outer wheel: this results in natural yaw torque around the vehicle's vertical axis. The result is unparalleled dynamism and agility, partially offsetting the inertia associated with the size and weight of this larger vehicle.

More specifically, it generates a differentiation in the distribution of torque to the rear wheels depending on the steering angle and vehicle speed, correcting the slip difference between the right and left wheels and adjusting the torque to the right and left rear wheels to correct any understeer or oversteer from the vehicle. This differentiation is effective when accelerating, cornering and driving in a straight line. Alpine Active Torque Vectoring is ultra-responsive, acting in a matter of milliseconds.

The key is the torque distribution between the three motors: front/rear overall, then rear left/rear right. It makes it possible to push the limits in corners by delivering a surprising feeling of lightness, acting as a rear differential, and increasing traction and stability in a straight line, for example, in the event of uneven grip. Thus, this system achieves a very high level of sportiness, 'genetic' safety and easy control.





A specific display in the instrumentation and in the Live Data section of Alpine Telemetrics on the central screen shows the system's interventions for the driver's information.

The dynamic work of Alpine Active Torque Vectoring is complemented by Alpine Torque Pre-Control upstream torque management, as on the A290, to guarantee traction with the A390's ultra-generous torque of up to 808 Nm. Five driving modes can be selected using the dedicated button on the steering wheel: Save, Normal, Sport, Perso and a new Track mode. Normal, Sport and Track modes include different settings for Alpine Active Torque Vectoring, ESC (Electronic Stability Control) and traction control. It is also possible to completely deactivate the ESC via a dedicated button on the dashboard.

06 __ AN EXTRAORDINARY DRIVING EXPERIENCE

The driving dynamics are designed to be natural and accessible to all, with excellent pedal modulation, direct steering with outstanding feedback and braking with no perceptible transition between regenerative and friction braking. Depending on the driving mode selected, the A390 adapts to all moods, from the most comfortable to a more engaging driving experience. Particularly pleasant in urban environments, one-pedal driving is also available, bringing the vehicle to a complete stop.

An Overtake function, controlled from the steering wheel via a red button (called OV), delivers extra power for up to 10 seconds when pressed. A recharge time of 30 seconds is needed before it can be used again at full power. However, after 15 seconds, calling up another boost, which will last for 5 seconds, is possible. This feature, inspired by motorsport and gaming, has been patented. When this extra power is delivered, the instrument panel displays an animation symbolising the speed and an image of the remaining time while a dynamic animation appears on the central Alpine Telemetrics screen.

The A390 offers a launch control function. It allows for the best possible acceleration from a standing start. It is activated with a straightforward procedure: in Sport mode, place your feet on both pedals and press the Overtake button on the steering wheel, then release the brake. A spectacular animation is displayed on the instrument panel, accompanied by a specific sound during the resulting acceleration.

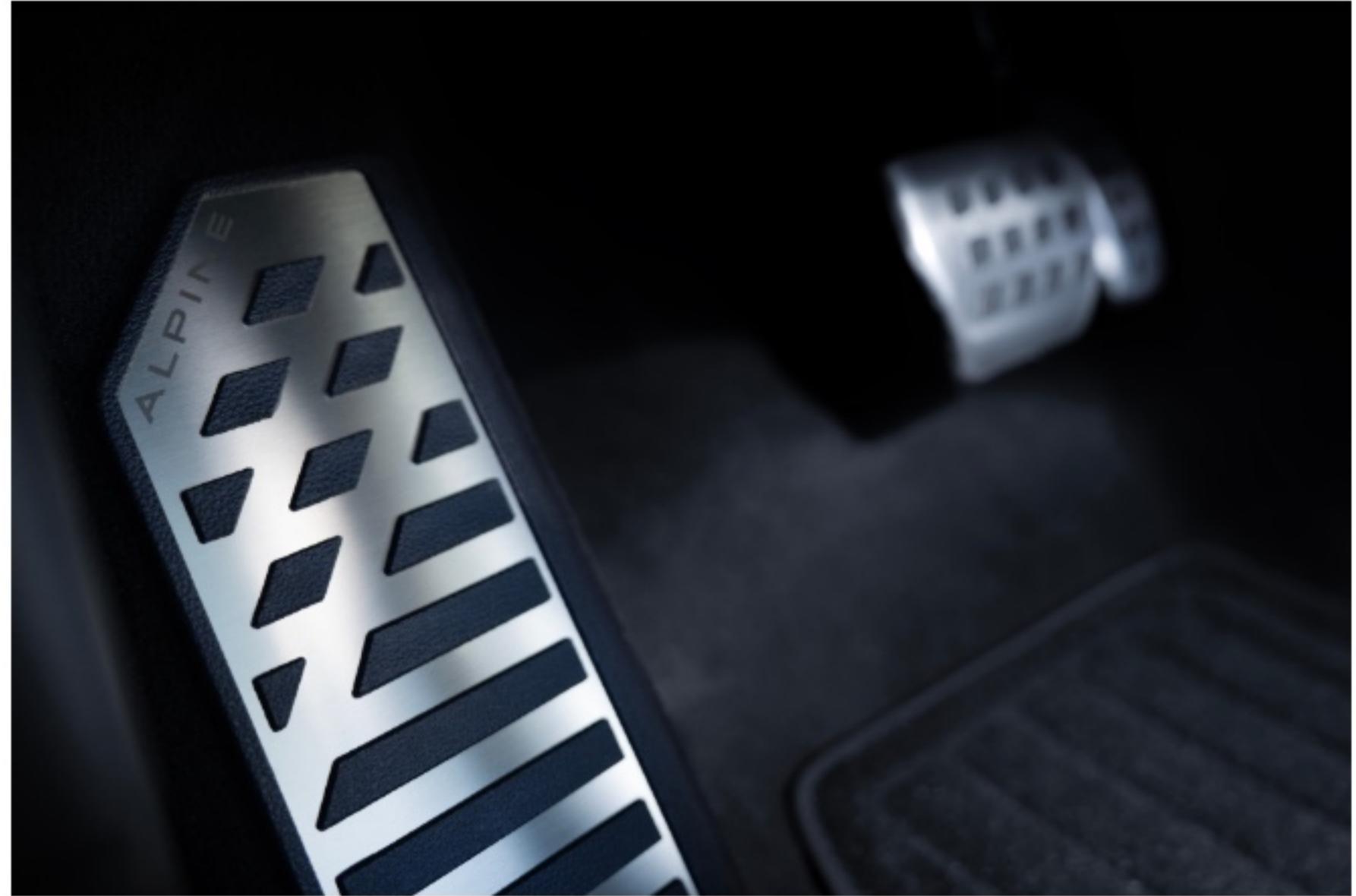


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THE CAR IS RESPONSIVE TO LOAD TRANSFERS AND ALLOWS DRIFTING WITHOUT COUNTER STEERING

Thanks to the Alpine Active Torque Vectoring enabled by the A390's three engines, its dynamic handling and driving feel are very natural, with excellent man-machine feedback: the bespoke tyres developed with Michelin also contribute significantly to the overall balance. The result is a truly sporty driving experience in 100% electric mode. ”

LAURENT HURGON, ALPINE DEVELOPMENT DRIVER



The regeneration power can be adjusted to four levels from the steering wheel using a blue physical button marked RCH (for Recharge), inspired by the design of Formula 1 steering wheels. While the first position leaves the car in complete freewheel mode, level 1 corresponds to engine braking similar to that found in the A110, and levels 2 and 3 progressively increase the level of regenerative braking, allowing the driver to choose the regeneration mode suited to their tastes, driving style or driving conditions. Level 5 corresponds to One Pedal mode.

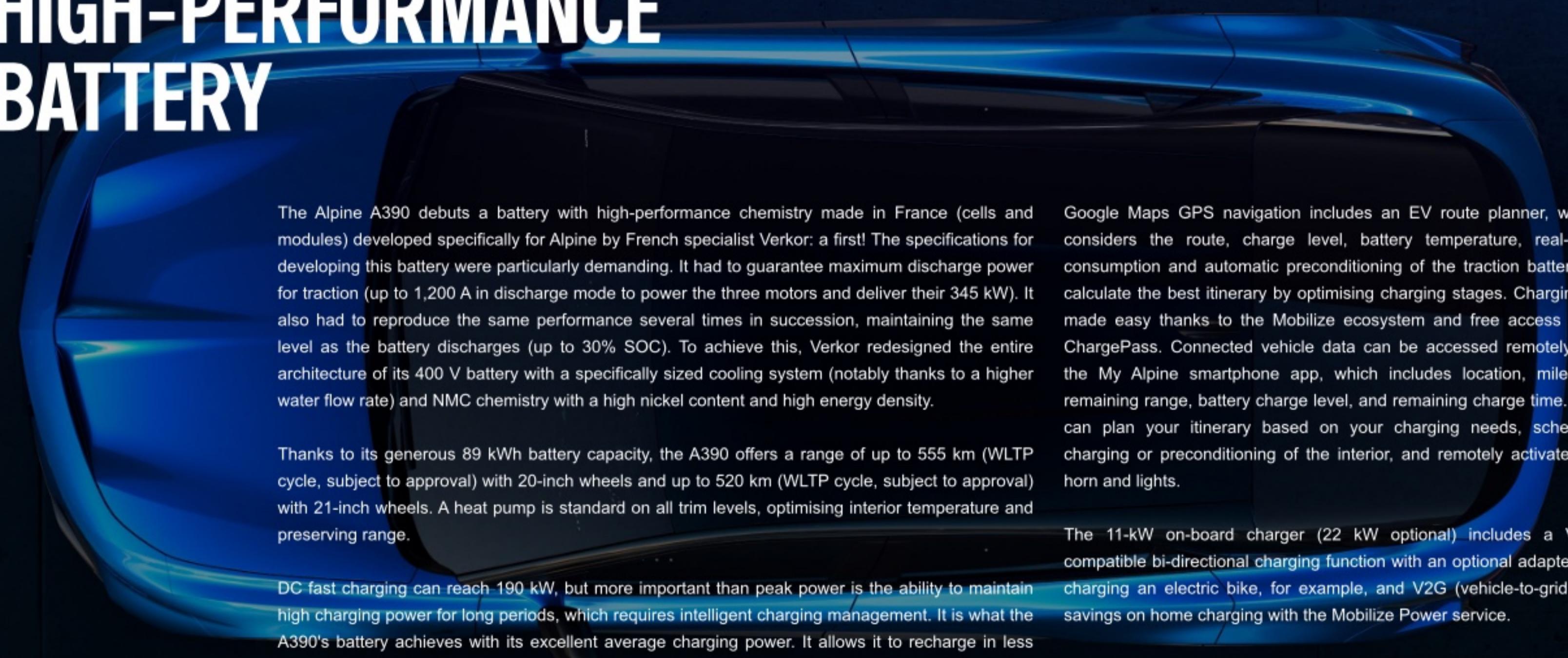
With no audible engine noise, providing audible feedback to the driver is crucial. By giving direct information about the mechanical demands on the car concerning the torque delivered by each of the three motors, Alpine Drive Sound enhances the driving experience. To improve the driving experience and responsiveness, two Alpine Drive Sound tones with different frequencies and intensities were created. They result from collaboration between Alpine's teams, acousticians and musicians, based on vibroacoustic measurements of the sounds generated by the electric motors.

The more intense of the two sounds, called Sport, is richer in low frequencies to accompany torque peaks and offer more character, reminiscent of the sound sensations experienced behind the wheel of the A110, but without seeking to imitate its combustion engine. The second sound, Daily, is lighter and smoother, designed to accompany everyday driving. In both cases, two levels of sound reproduction in the cabin via the audio system specially designed for the A390 are available, and they can also be muted completely. Specific sounds also accompany the launch control and boost functions. Alpine's philosophy is always to provide honest feedback, implemented to enhance the driving or racing experience.

Lastly, the Acoustic Vehicle Alert System (AVAS), which is mandatory for up to 30 km/h to warn pedestrians of the approach of an electric vehicle, is also designed with a choice of a distinctive Alpine sound or a more neutral sound.

07 —

A GROUNDBREAKING HIGH-PERFORMANCE BATTERY



The Alpine A390 debuts a battery with high-performance chemistry made in France (cells and modules) developed specifically for Alpine by French specialist Verkor: a first! The specifications for developing this battery were particularly demanding. It had to guarantee maximum discharge power for traction (up to 1,200 A in discharge mode to power the three motors and deliver their 345 kW). It also had to reproduce the same performance several times in succession, maintaining the same level as the battery discharges (up to 30% SOC). To achieve this, Verkor redesigned the entire architecture of its 400 V battery with a specifically sized cooling system (notably thanks to a higher water flow rate) and NMC chemistry with a high nickel content and high energy density.

Thanks to its generous 89 kWh battery capacity, the A390 offers a range of up to 555 km (WLTP cycle, subject to approval) with 20-inch wheels and up to 520 km (WLTP cycle, subject to approval) with 21-inch wheels. A heat pump is standard on all trim levels, optimising interior temperature and preserving range.

DC fast charging can reach 190 kW, but more important than peak power is the ability to maintain high charging power for long periods, which requires intelligent charging management. It is what the A390's battery achieves with its excellent average charging power. It allows it to recharge in less than 20 minutes, recover 2 hours of motorway driving, and go from 15% to 80% charge in less than 25 minutes*.

Google Maps GPS navigation includes an EV route planner, which considers the route, charge level, battery temperature, real-time consumption and automatic preconditioning of the traction battery to calculate the best itinerary by optimising charging stages. Charging is made easy thanks to the Mobilize ecosystem and free access to a ChargePass. Connected vehicle data can be accessed remotely via the My Alpine smartphone app, which includes location, mileage, remaining range, battery charge level, and remaining charge time. You can plan your itinerary based on your charging needs, schedule charging or preconditioning of the interior, and remotely activate the horn and lights.

The 11-kW on-board charger (22 kW optional) includes a V2L-compatible bi-directional charging function with an optional adapter for charging an electric bike, for example, and V2G (vehicle-to-grid) for savings on home charging with the Mobilize Power service.

*Indicative values pending final certification and homologation.

08 — HIGH-TECH ATMOSPHERE IN THE COCKPIT



When passengers climb aboard the Alpine A390, a visual and audio welcome sequence greets them. An atmospheric ambience is created by airy, immersive sound thanks to the Devialet audio system, while an animation featuring the Alpine logo concludes with a metallic flash. It creates a cocoon of concentration before setting off on an intense driving experience.

The 12.3-inch instrument panel behind the steering wheel and the 12-inch vertical infotainment screen facing the driver contribute to the A390's unique atmosphere with their graphics, interfaces and features developed by Alpine. An immersive digital experience that translates into new visual themes unique to the sporty and luxurious world of the A390 cockpit.

The instrument panel in front of the driver stands out with its specific graphic codes, clearly displaying the power output or charge level on the left and the speed on the right. It includes a red line to symbolise the speed limits the sign reading system displays. The regeneration level is shown at the bottom of the screen.

Four different views are available:

Iconique with a power meter and speedometer display, showing power and speed,

Navigation with Google Maps mapping,

ADAS displaying the A390 in its environment in augmented reality, in its body colour with animations of indicators and brake lights,

Minimal with essential information.

The display's background changes its overall visual theme depending on the driving mode selected, which is indicated at the bottom of the instrument cluster.

The high-resolution 12-inch central display in portrait format also features graphic themes and a user interface typical of Alpine's design language. The design of the pictograms, fonts and the Alpine blue background contribute to the visual harmony between the two screens. The Alpine Portal system is built on the Android Automotive connected system and Google Automotive Services. It is designed to be fluid and efficient and is continuously updated remotely using FOTA (Firmware Over The Air) technology. Intuitive and straightforward, it can be operated like a tablet, using the touchscreen or the integrated voice assistant. The screen permanently displays the status bar at the top (time, air temperature, network, etc.), shortcuts to the main menus on the left (home, media, phone, apps, car settings) and climate controls at the bottom. The home page can be customised using widgets.

Google Maps GPS navigation with an EV route planner is standard across the range, as is the Google Assistant voice assistant. A wide range of apps are available from the Google Play catalogue. Android Auto and Apple CarPlay. The A390 includes Internet access for downloading and using apps, listening to music and watching videos. Connecting a smartphone to the onboard system, either wired or wirelessly, also makes it possible to display its content.

ALPINE TELEMETRICS: THE DRIVING OPTIMISER

The Alpine Telemetrics function has been upgraded from the A290 and gives drivers access to three main categories of services for their A390: Live Data, Coaching and Challenges. It also includes explanations of how Alpine Active Torque Vectoring works. Alpine Telemetrics is updated via the Playstore, similar to a smartphone app, and provides regular access to new content. Multiple profiles can be used and reset.

LIVE DATA: THE AUGMENTED DASHBOARD

Live Data displays driving data according to four different themes:

Agility: lateral and longitudinal G-forces, ABS/ESC activation, Overtake boost.

Power: acceleration and braking monitoring (regenerative or hydraulic), battery recharge, and Overtake boost potential.

Endurance: consumption, accumulated energy and battery status.

Circuit: lap times, car data (engine and battery temperature, tyre pressure and temperature, brake temperature, regenerative and hydraulic braking percentage, front/rear motor torque and speed, coasting time, thermal management of the three motors).



COACHING: A COACH ONBOARD TO BETTER PROGRESS

Coaching provides advice on better understanding the vehicle, using Alpine Telemetrics features and improving driving skills. Ideal for learning at one's own pace, this section (partly optional) begins by introducing the basic reflexes to adopt for dynamic driving: where to look, how to take corners and braking techniques. As the driver progresses, the concepts covered become more advanced, such as drift control. Sometimes, this driving section is named after the A390's engineers and development drivers, who offer their valuable advice. It includes points specific to the A390, such as how the Alpine Active Torque Vectoring system works and battery thermal management. This section evolves over the life of the vehicle.

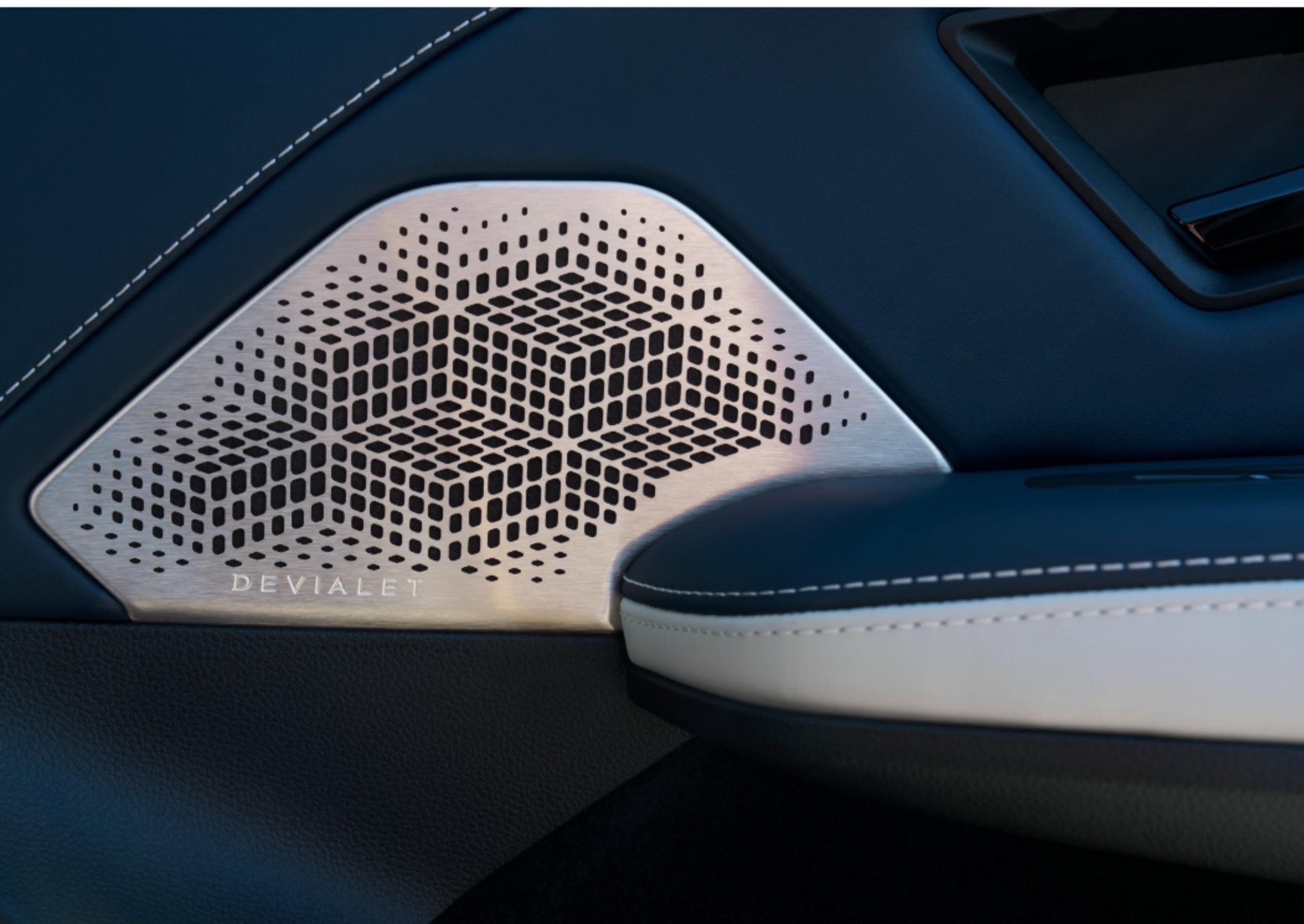
MISSIONS TO ACCOMPLISH WITH THE CHALLENGES FUNCTION

The Challenge function is a series of missions based on agility, power and endurance. It is a decidedly video game-oriented approach with levels to pass to advance. The driver must complete some challenges on closed roads (acceleration, braking, percentage of accelerator pedal use over a given distance). In contrast, endurance challenges can be completed on open roads, assisting in learning to anticipate while driving.

ALPINE TELEMETRICS, ALSO ON THE SMARTPHONE

To complement the built-in Alpine Telemetrics features, an external app will enhance the Alpine Telemetrics experience by recording video and telemetry data on the driver's smartphone. This data is transmitted via Bluetooth and stored locally. Recordings, including video, can then be played back, with driving data superimposed (power, agility, endurance and temperature). Challenges and coaching are also available, just like in the vehicle. It allows drivers to replay their driving experience at home and share it, including the video of their journey and all the easily analysable live data, all from the comfort of their sofa: perfect for understanding and improving while waiting for their next stint!





DE VIALET AUDIO EXCELLENCE

Following the A290, Alpine has teamed up again with French acoustic engineering company Devialet to develop a bespoke sound system for the A390. Devialet's acoustic expertise, based on more than 250 patents protecting radical innovations in the field of audio, is the result of more than 15 years of cutting-edge engineering and R&D in acoustics. It has been applied here to three key stages of the design process: system sizing and specification of audio equipment requirements, provision of proprietary signal processing technologies, and sound tuning to enable the creation of up to five listening modes.

The Devialet High Fidelity Audio System architecture consists of a dedicated 850-watt amplifier, a 224 mm subwoofer with ultra-low frequency response and three front channels (woofer, midrange, neodymium magnet tweeter), delivering excellent sound quality for both music and phone calls. Altogether, 13 speakers are scattered throughout the passenger compartment, including a subwoofer and surround speakers in the rear quarter panels, completing the equipment to offer a highly immersive experience. The patented SAM® technology ensures perfect speaker control and the high-fidelity, pure and balanced audio reproduction that Devialet is known for.

The system also offers different listening modes according to individual preferences: Fidelity, Speech, Dynamic and Heavy. The premium version, Devialet XtremeSound Audio System (standard on the GTS version, optional on the GT), adds the immersive SPACE™ mode with a Devialet-specific sound spatialisation algorithm. More demonstrative, it allows for a wider frequency range, higher volume levels, dynamic bass, and well-defined staging. The sound level and balance evolve according to the speed of the car.

The system is combined with Alpine Driving Sound Sport and Daily engine sounds, delivered via a dedicated amplifier and amplified by the audio system.

09 — RANGE AND TRIM

Two trim packages, GT and GTS, are available, each corresponding to a specific technical specification. The first model is the A390 GT, with 400 hp, which accelerates from 0 to 100 km/h in 4.8 seconds, with a 200 km/h top speed. It comes with 20-inch diamond-cut alloy wheels, Michelin Sport EV tyres, anodised brake callipers, and chrome logos. Inside, the sports seats are electric and heated, the Nappa leather-covered steering wheel is heated, a 360° peripheral view on the central screen, and the 13-speaker sound system is by Devialet.

The GTS version develops 470 hp, accelerating from 0 to 100 km/h in 3.9 seconds, with a 220 km/h top speed. It has 21-inch forged wheels and Michelin Pilot Sport 4S performance tyres. Front passengers are seated in Sabelt-designed Nappa leather bucket seats with electric adjustment, heating and massage functions. The headliner is wrapped in microfibre; the Devialet 13-speaker audio system is in its premium Devialet XtremeSound Audio System version, and the Alpine Telemetrics Expert system is included, as is the Driving and Parking Pack (semi-autonomous driving and automatic parking).

Some options are common to both versions, such as the twill or forged carbon packs available on the GT and GTS. Accessories such as wheel inserts and a double floor in the boot are also available.



ALPINE 390 PREMIÈRE

Initial buyers will be in pole position to get their hands on their A390 with the Alpine A390 Première, two weeks before orders open in Q4 2025. It will also entitle them to exclusive limited-edition Devialet X Alpine earbuds, allowing them to enjoy the Alpine A390's immersive audio experience.



TECHNICAL SPECIFICATIONS

DIMENSIONS

Length: 4,615 m
 Width: 1,885 m
 Height: 1,532 m
 Wheelbase: 2,708 m
 Front overhang: 925 mm
 Rear overhang: 982 mm
 Ground clearance: 152 mm
 Boot capacity: 532 litres

WEIGHT

Weight: from 2,121 kilograms

MOTORISATIONS

Wound-rotor synchronous motor at the front, two permanent-magnet synchronous motors at the rear
 A390 GTS: 345 kW (470 hp / 808 Nm, including 508 Nm at the rear)
 A390 GT: 295 kW (400 hp / 650 Nm)

BATTERY

89 kWh lithium-ion battery
 Range up to 520–555 km WLTP (depending on tyres and subject to homologation)

CHARGERS

AC 11 kW bidirectional, 22 kW bidirectional optional
 DC up to 190 Kw

PERFORMANCES

GTS: 0-100 km/h: 3.9 seconds, 0-1 000 m 22.5 seconds, top speed: 220 km/h
 GT: 0-100 km/h: 4.8 seconds, 0-1 000 m 24.1 seconds, top speed: 200 km/h

Note: all technical data is indicative pending final certification and homologation

