



**Audi Communications**

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## **Audi reveals the ultimate brand statement, the e-tron GT**

- **Arriving in New Zealand in mid-2021**
- **Two versions – e-tron GT quattro and RS e-tron GT**
- **Fusion of e-tron BEV technology with Audi Sport performance**
- **Up to 487 kilometres of range\***

**Auckland, February 10, 2021 – Audi has unveiled the production version of its e-tron GT – an Audi, the likes of which, the world has never seen. The four-door high performance coupe is a demonstration of how fascinating and exciting electric mobility is – the start of a new era, the Gran Turismo of the future.**

Combining perfectly proportioned and dynamic design with futuristic technology, stunning performance and the renowned quattro system, the e-tron GT embodies Audi's vision for the future of electric mobility – today.

The e-tron GT is uncompromising, balancing a sleek coupe appearance with practicality, while achieving up to 440kW (475kW in boost mode), a range of up to 487 kilometres\*, and boasting the levels of technology and luxury expected in its position as Audi's halo model – it is truly representative of a future where drivers can experience the best of everything.

Due to arrive in New Zealand in mid-2021, there will be two models introduced to the local market, the e-tron GT quattro and the RS e-tron GT. Both models are powerful, fast, and dynamic, and both have zero local emissions, reinterpreting the concept of the Gran Turismo.

A Gran Turismo should be a touring car that is both an excellent dynamic handler, and a confident and comfortable glider – Audi's new signature car embodies this character.

The exterior of the Audi e-tron GT is a dynamic work of art. Each surface and line is harmonious, from the headlights, which are available with laser light as an option, to the large diffuser at the rear. In combination, the details create a sculpture that looks like it was shaped by the wind – the extremely aerodynamic body has a drag coefficient of just 0.24.

The interior matches the classic Gran Turismo ethos; the driver and front passenger seats are installed in a sporty low position and separated by a wide centre console, while the rear seats provide sufficient space for adults.



Developed by Audi Sport, the e-tron GT is the first electric model in the renowned high performance RS family of vehicles. The e-tron GT quattro generates 350kW of power and 650Nm of torque, while the RS e-tron GT achieves maximum power of 440kW and maximum torque of 830Nm. Launch control adds a boost function, which can increase the power figures to 390kW and 475kW respectively.

The range of up to 487 kilometres\* is made possible by the battery's net capacity of 85kWh, and the 800-volt technology enables fast DC charging with an output of up to 270 kW.

The suspension has been engineered to balance dynamism and comfort, again in the spirit of a gran turismo, and features advanced technologies such as Audi drive select, all-wheel steering, controlled damping, three-chamber air suspension, electric all-wheel drive, and the rear-axle differential lock.

Like all Audi models, the e-tron GT is fully connected. The infotainment, online services from Audi Connect, and the assist systems are state-of-the-art. And since the dynamic work of art should also sound good, Audi has composed a unique, powerful and progressive sound for the e-tron GT.

*"The Audi e-tron GT shapes the future of Audi," said Dean Sheed, general manager, Audi NZ. "It combines the style, performance, luxury, useability and commitment to sustainability that defines Audi's vision of premium mobility."*

*"New Zealand is a genuine world leader in its take-up of Audi RS models – there is a real love of Audi performance cars in this country. By the same token, Kiwis are famously proud of their environment. The Audi e-tron GT is a major step in the direction of combining incredible performance with a steadfast commitment to sustainability – and I think New Zealanders will appreciate that."*

*"The good news is that the e-tron GT is arriving in New Zealand this year – which means that Kiwis will be able to experience the future now!"*

The Audi e-tron GT quattro and RS e-tron GT are expected to land in New Zealand in mid-2021. New Zealand specifications and pricing will be announced closer to the local launch.



The facts and figures

## **The Audi e-tron GT quattro and Audi RS e-tron GT**

### **Exterior design, aerodynamics, and body**

- Sporty proportions: large wheels, wide track, flat silhouette, long wheelbase
- Flowing design language as the new design feature: Aesthetics arise from efficiency
- Low drag coefficient of just 0.24 enables high efficiency and a long range; active aerodynamics with switchable air inlets for brakes and radiators, as well as a rear spoiler that extends in multiple stages; closed underbody and wide diffuser
- High rigidity and crash safety thanks to ultra-high strength steel in the passenger cell and a reinforced battery housing; aluminum outer skin
- Length: 4.99 metres; width: 1.96 metres; height: just 1.41 metres; flat body line; luggage compartment with a volume of 405 litres in the rear (366 litres in the RS model)

### **Headlights and lights**

- Matrix LED headlights are standard in the RS e-tron GT and available as an option in the e-tron GT quattro
- Matrix LED headlights with Audi laser light are available as an option for both models, doubling the range of the high beam
- Rear lights with a light band; dynamic coming home and leaving home animations in combination with top-of-the-range headlights

### **Interior design and interior**

- Instrument panel with driver orientation and “monoposto character,” open feeling of space
- Low seat position and wide center console; rear seat bench is suitable for adults
- Sustainability meets sportiness and comfort: leather-free interiors, upholstery made with a high percentage of recycled material

### **Drive and recuperation**

- Electric all-wheel drive with one permanently excited synchronous machine (PSM) at the front and rear axles; two-speed transmission at the rear axle
- The Audi e-tron GT quattro has a total power output of 350kW and maximum torque of 630Nm (640Nm in boost mode), while the RS e-tron GT reaches 440kW and 830Nm
- Launch control provides a boost output to 390kW or 475kW (RS model) for a maximum of 2.5 seconds
- 0-100 km/h in 4.1 (e-tron GT quattro) or 3.3 seconds (RS e-tron GT); with a top speed of 245km/h and 250 km/h respectively
- Intelligent control of sailing and recuperation, brake recuperation of up to 265kW

### **Battery and thermal management**

- Lithium-ion battery with a net energy capacity of 85kWh (93kWh gross) and a voltage level of 800 volts; 396 pouch cells in 33 modules



- AC charging with an output of 11kW as standard and with 22kW will be available; DC charging with an output of up to 270 kW as standard
- Range of up to 487km with one charge in WLTP\*; very short charging times – just five minutes for a distance of roughly 100km.
- Sophisticated thermal management with four cooling circuits, efficient heat pump; preconditioning for fast DC charging on the road

### **Suspension**

- Low centre of gravity and excellent axle load distribution thanks to the installation position of the battery and the arrangement of the electric motors
- Standard controlled damping, rear-axle differential lock, Audi drive select dynamic handling system
- Optional (standard in the RS model): controlled rear axle differential lock and three-chamber adaptive air suspension
- All-wheel steering optional for both models
- Brake discs with tungsten carbide coating as an option (standard in the RS model); brake discs made of carbon fibre ceramics optional for both models
- 19- to 21-inch wheels, mostly in aero design; 20- and 21-inch wheels with aero blades

### **e-tron sport sound**

- e-tron sport sound available for additional exterior and interior sound, adjusted depending on the Audi drive select setting

### **Craftsmanship meets smart factory**

- Production of the e-tron GT at Audi Böllinger Höfe at the Neckarsulm production site, as a combination of smart factory technology and craftsmanship
- Carbon-neutral production, use of eco-electricity and biogas
- Independent, innovative body shop, shared assembly line with the Audi R8

### **Fuel/electric power consumption of the models named above:**

#### **Audi e-tron GT quattro**

Combined electric power consumption in kWh/100 km (62.1 mi)\*: 21.6–19.9 (WLTP);  
combined CO<sub>2</sub> emissions in g/km (g/mi)\*: 0

#### **Audi RS e-tron GT**

Combined electric power consumption in kWh/100 km (62.1 mi)\*: 22.5–20.6 (WLTP);  
combined CO<sub>2</sub> emissions in g/km (g/mi)\*: 0

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*\* Predicted, as per global WLTP standard. Acceleration, fuel consumption and CO<sub>2</sub> emissions figures depend on the individual vehicle specifications and equipment.*



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The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 17 locations in 11 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2020, the Audi Group delivered to customers about 1.693 million automobiles of the Audi brand, 7,430 sports cars of the Lamborghini brand and 48,042 motorcycles of the Ducati brand. In the 2019 fiscal year, AUDI AG achieved total revenue of € 55.7 billion and an operating profit of € 4.5 billion. At present, about 87,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.

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