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## **The full appeal of electric driving: the Audi e-tron GT lands in New Zealand**

- Combines renowned Audi Sport performance and BEV technology for the first time
- RS e-tron GT delivers up to 475kW and 830Nm with 0-100km/h time of 3.3 seconds
- High performance GT with classic proportions and futuristic luxury design details inside and out
- Up to 487km of range\*

**Auckland, July 27, 2021 – The highly anticipated Audi e-tron GT has arrived on Kiwi shores, promising to demonstrate how exciting mobility can be. The high performance GT car combines Audi Sport performance with Battery Electric Vehicle technology for the first time – and promises a new realm of performance. With stunning design, powerful drivetrains, dynamic handling and a significant range, the e-tron GT is the Gran Turismo of the future and a signature car for Audi today.**

*“The Audi e-tron GT shapes the future of Audi,” said Dean Sheed, General Manager, Audi New Zealand. “It combines mind-bending performance with everyday useability, spectacular style, sophisticated luxury, and a commitment to sustainability that defines Audi’s vision of premium mobility.*

*“It sets a benchmark for all Audis to come, and we think it will have people thinking differently about electric cars. We have certainly seen great interest in the car with almost all of our customer cars allocated for 2021.”*

### **A new generation Gran Turismo: performance, practicality and sustainability**

The e-tron GT is an Audi, the likes of which, the world has never seen – though the e-tron GT retains a host of familiar features that make it distinctly an Audi. The new car comes in two versions; the e-tron GT quattro and the RS e-tron GT. Both models are powerful, fast and dynamic, and both have zero local emissions – creating a character that redefines the concept of a high performance GT car.



### **Aesthetics arisen from efficiency: the exterior design and aerodynamics**

The exterior of the Audi e-tron GT is a dynamic work of art, with balanced proportions featuring a long wheelbase and wide track, large wheels and a flat roofline. The four-door coupe is 4.99 metres long and 1.96 metres wide, but is just 1.41 metres high. Despite the low height, Audi has created recesses in the high-voltage battery floor which allows the front passenger to place their feet to sit in a sporting, low and comfortable position.

Every detail of the exterior design is harmonious – from the headlights (with laser light standard on the RS version and optional on the quattro model), the powerful quattro blisters, and the wheels, all the way to the large diffuser at the rear. Customers can choose from nine paint colours, and the roof is made of glass as standard, with a light carbon fibre-reinforced polymer roof available as an option.

The drag co-efficient of the e-tron GT is just 0.24. Active elements manage the aerodynamics. Two controllable inlets supply the front brakes and the thermal management with cooling air as required. The rear spoiler extends to two positions depending on the driving situation. The fully panelled underbody, which flows into a broad diffuser, and the aero blades on some of the wheel options complete the aerodynamic concept. The outer skin of the e-tron GT is made entirely of aluminium. Parts made of hot-shaped steel form the rigid and impact-resistant backbone of the passenger compartment, with support from the aluminium housing of the high-voltage battery.

### **Spacious and elegant: the interior**

In addition, the interior of the Audi e-tron GT presents the ambience of a classic Gran Turismo. Separated by a wide centre console, the driver and the front passenger sit in a sporty and low position. The interior is airy, and the instrument panel is based on Audi's "monoposto" design, facing the driver. The luggage compartment in the rear has a volume of 405 litres in the e-tron GT quattro, while the Bang & Olufson Premium Sound System in the RS e-tron GT sees 350 litres of space. The storage compartment beneath the hood provides another 81 litres of volume.

The progressive elegance of the interior design emphasises the character of the e-tron GT. In keeping with the sustainable theme, the floor carpet and floor mats are made of recycled material as standard. The optional sport seats plus with 14-way adjustment are available with two covers, both of which are made largely from recycled polyester. Customers can also select high-quality leather or inlays made of silk-matt carbon.

### **Powerful: electric all-wheel drive and recuperation**

With two electric motors – one each on the front and rear axles – the Audi e-tron GT is a true high-performance GT car. The e-tron GT quattro delivers a maximum power output of 350kW, while the RS e-tron GT produces 440kW. In overboost, each model can deliver 390kW and



475kW respectively. Torque figures for each model are 630Nm and 830Nm – delivered instantly by the electric drivetrain and two-speed transmission. The RS version will achieve the 0-100km/h sprint in 3.3 seconds, while the e-tron GT quattro reaches the same mark in 4.1 seconds. As a result of its lightning-fast control operations, the electric all-wheel drive provides maximum dynamism, stability, and traction in any driving situation. When the driver releases the right pedal, the e-tron GT will typically switch to coasting mode. While braking, the electric motors perform deceleration alone of up to 0.3g.

### **Powerful and progressive: the e-tron sport sound**

The e-tron GT is not only a work of art in terms of technology and design, but also acoustics, with the innovation of the e-tron sport sound; which comes standard on the RS model, and is available as an option on the e-tron GT quattro. Two control units and amplifiers generate a separate interior and exterior sound which is output by two loudspeakers each outside and inside the vehicle. The e-tron sport sound has a high-quality and progressive sound, which the driver can modulate via the Audi drive select system.

### **Fast charging and long ranges: the high-voltage battery**

The e-tron GT quattro achieves a maximum range of up to 487 kilometres\*, with the RS e-tron GT capable of achieving 472kilometres\*. The high-voltage battery integrates 396 pouch cells with a flexible outer shell and provides a net capacity of 93KWh gross. Its voltage level of 800 volts enables fast direct current (DC) charging with a maximum of 270kW, meaning it can take only five minutes to charge for a distance of 100 kilometres.

The thermal management of the e-tron GT consists of four cooling circuits and keeps the battery and drive components at their optimum temperature levels. When the driver sets a fast-charging station as the destination in the navigation system, the battery is already pre-cooled or heated to a temperature at which it can be charged as quickly as possible. The heat pump reduces the loss of range that the electric climate control can cause during certain weather conditions. The myAudi app allows the e-tron GT owner to monitor and control the charging process and pre-entry climate control from their smartphone.

### **Simultaneously dynamic and relaxed: the suspension**

The Audi e-tron GT suspension strikes a balance between dynamism and comfort. The installation position of the battery in the floor, as well as the position of the electric motors create a remarkably low centre of gravity (lower than an Audi R8 supercar), and a balanced axle load distribution. The wheel suspensions feature a sporting wishbone construction, and almost all axle components – including the links and subframes – are made of lightweight aluminium.

Audi drive select, the driving dynamics system with four modes and controlled damping, comes as standard in every e-tron GT. In the RS model, the differential integrates an electronically-



controlled multi-plate clutch that further improves agility and traction. The controlled three-chamber adaptable air suspension enables excellent ride comfort and a wide spread of handling characteristics. Brake discs coated with tungsten carbide further enhance their already impressive performance. All three features are standard on the RS model and available as options on the e-tron GT quattro.

Extremely lightweight and fade-resistant carbon fibre ceramic brakes are available as an option on both models, while all-wheel steering comes standard on the RS e-tron GT, and is optional on the e-tron GT quattro. At low speeds, the all-wheel steering turns the rear wheels in the slightly in the opposite direction of the front wheels to increase agility and reduce the turning circle. At higher speeds, it increases handling stability by turning the wheels in the same direction. The e-tron GT quattro comes standard with 20-inch wheels (with optional 21-inch wheels available), the RS e-tron GT is fitted with standard 21-inch wheels.

### **Fully connected: controls, infotainment, and assist systems**

Like all Audi models, the e-tron GT is highly connected. The displays and controls operate via the digital Audi virtual cockpit plus that is controlled via the multifunction steering wheel and via the central MMI touch display. The third control level is the natural language control, which also accesses the knowledge of the cloud. The MMI navigation plus brings online services from Audi connect; one of which is the e-tron route planner, which can calculate the charging stops that may be required to allow the driver to reach their destination as quickly as possible. Head-up display, and the Audi phone box are standard on both models, while the Bang & Olufsen 3D Premium Sound System is standard on the RS, and optional on the e-tron GT quattro.

### **Craftsmanship meets smart factory: production**

The e-tron GT is the first fully electric car from Audi to be developed by Audi Sport. It rolls off the line alongside the Audi R8 at the Böllinger Höfe factory at the Audi Sport Neckarsulm site. The small-series production at this site was expanded and converted for the task, with the integration of enhanced digital processes and smart technologies. The entire production process is net carbon neutral, using 100 per cent eco-electricity, with a combined heat and power plant fired with biogas providing the necessary heat.

The e-tron GT quattro carries an MRP of \$194,500\*\*. The MRP of the RS e-tron GT is \$273,500\*\*. Both models are available now.

– End –



The facts and figures

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

### **Positioning**

- Reinterpretation of the Gran Turismo: four-door coupé with an elegant and dynamic design and powerful electric drive; confidence in everyday driving and over long distances, high-performance and comfort meet sustainability
- Audi's new signature car, and a preview of the future of premium electric mobility
- RS e-tron GT is the spearhead of electrification at Audi and Audi Sport GmbH

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

- 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 (350 litres in the RS model)
- Sporty proportions: large wheels, long hood, flat silhouette, and long wheelbase
- Sculpted design: low inverted Singleframe grille; highly distinctive quattro blisters; a flat greenhouse with a quickly sloping roofline; rear end with extreme indentations
- Flowing body line as the new philosophy: 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 reinforcing battery housing; aluminum outer skin

### **Headlights and lights**

- LED headlights are standard on the e-tron GT quattro
- Matrix LED headlights with laser light and dynamic light design double the range of the high beam, and are standard on the RS e-tron GT (optional for the e-tron GT quattro)
- 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 centre console; rear seat bench is suitable for adults
- Sustainability meets sportiness and comfort: leather-free interiors are available, featuring 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), activated 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
- Sophisticated thermal management with four cooling circuits, efficient heat pump; preconditioning for fast DC charging on the road
- Pre-conditioning of the battery for fastest possible DC (public) charging
- 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 of charging at maximum DC charging capacity for a distance of roughly 100km.

### **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
- Controlled rear axle differential lock and three-chamber adaptive air suspension standard on RS e-tron GT
- All-wheel steering standard on the RS model, optional for the e-tron GT quattro
- Brake discs with tungsten carbide coating are standard in the RS model, optional for e-tron GT quattro
- Carbon fibre ceramic brake discs are optional for both models
- 20-inch wheels standard for e-tron GT quattro, 21-inch wheels standard on RS e-tron GT – seven styles are available across both models, some with aero blades

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

- e-tron sport sound standard on RS e-tron GT; for additional exterior and interior sound, adjusted via the Audi drive select system
- The e-tron GT quattro features the Acoustic Vehicle Alerting System as standard – which is already more sonorous than legally prescribed in jurisdictions around the world

### **Controls and displays**

- Audi virtual cockpit plus display (12.3 inches) and MMI touch display (10.1 inches) are standard, plus natural language control with online connection, and head-up display

### **Infotainment and Audi connect**

- MMI navigation plus with Wi-Fi hotspot as standard, intelligent navigation functions



- Extensive portfolio of Audi connect services, including e-tron route planner for calculating the fastest route with minimal charging time (as required)
- Bang & Olufson 3D premium sound system standard in RS e-tron GT

### **Craftsmanship meets smart factory**

- The first electric car developed by Audi Sport
- 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\*: 21.6–19.9 (WLTP);  
combined CO<sub>2</sub> emissions in g/km\*: 0

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

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

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

*\*\*Maximum Retail Price (MRP) excludes on road costs and any optional extras.*

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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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