November 2022

Electric, sporty, and progressive: the Audi e-tron GT

Consumption values of the models listed

**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.*

Condensed information

The full appeal of electric driving: the Audi e-tron GT quattro

With the e-tron GT quattro (combined electric power consumption in kWh/100 km (62.1 mi)*: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km (g/mi)*: 0), Audi is demonstrating just how exciting electric mobility can be. The four-door coupé combines emotive design with a powerful drive, dynamic handling, and a long range. The e-tron GT heralds a new era: It is the gran turismo of the future and a signature car for the brand with the Four Rings.**

A new generation gran turismo: sportiness, convenience, and sustainability
It is an Audi such as the world has never seen before: With the e-tron GT**, the brand is demonstrating its plans for shaping an emotive and exciting future of mobility. Presales in Europe for the all-electric Gran Turismo kicked off in mid-February 2021 together with two models. The e-tron GT quattro** is priced from EUR 99,800 in Germany. The RS e-tron GT (combined electric power consumption in kWh/100 km (62.1 *mi)*: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)*: 0) is the brand's new electric spearhead and listed at EUR 138,200. Both models are powerful, fast, and dynamic, and both have zero local emissions. The sum of these strengths adds up to a character that reinterprets the idea of the gran turismo.

Aesthetics arise from efficiency: the exterior design and aerodynamics

The exterior of the Audi e-tron GT** is a dynamic work of art with balanced proportions – a long wheelbase and wide track, large wheels and a flat roofline. The four-door coupé is 4.99 meters *(16.4 ft)* long and 1.96 meters *(6.4 ft)* wide, but is just 1.41 meters *(4.6 ft)* high. This is made possible by recesses in the high-voltage battery: The front passengers can place their feet in them, which allows them to sit in a low yet comfortable position. Every detail of the exterior design is harmonious – from the headlights (available with Audi laser light as an option), the powerful quattro blisters, and the wheels, all the way to the large diffuser at the rear end. Customers can choose from nine paint colors and two styling packages. The roof is made of glass as standard, and of light carbon fiber-reinforced polymer (CFRP) as an option.

Aesthetics arise from efficiency – the drag coefficient of the Audi 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 paneled underbody, which flows into a broad diffuser, and the aero blades with which some wheels are equipped complete the aerodynamics concept. The outer skin of the electric gran turismo is made entirely of aluminum. Parts made of hot-shaped steel form the rigid and impact-resistant backbone of the passenger compartment, with support from the aluminum housing of the high-voltage battery. The front and rear sections integrate large components made of cast aluminum and aluminum profiles.

Spacious and elegant: the interior

In addition, the interior of the Audi e-tron GT quattro (combined electric power consumption in kWh/100 km (62.1 *mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) and RS e-tron GT (combined electric power consumption in kWh/100 km (62.1 *mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) offers the ambiance of a classic gran turismo. Separated by a wide center console, the driver and front passenger sit in a sporty and low position. The interior is airy, and the instrument panel is based on Audi's "monoposto" design and so faces toward the driver. The luggage compartment in the rear has a volume of 405 liters *(14.3 cu ft)*; the RS model** with the standard Bang & Olufsen Premium Sound System offers 350 liters *(12.4 cu ft)* of space. The storage compartment beneath the hood provides another 81 liters *(2.9 cu ft)* of volume.

The progressive elegance of the interior design emphasizes the character of the e-tron GT**. The third characteristic of the gran turismo, aside from sportiness and comfort, is sustainability. The floor carpet and floor mats are made of recycled material, such as old fishing nets, as standard. The sport seats plus with 14-way adjustment – the middle of the three seat variants – are available with two covers, both of which are also made largely from recycled polyester. Customers with exquisite taste can also opt for high-quality leather or inlays made of silk-matt carbon. Those who are looking for even more individual solutions can find them in the Audi exclusive range from Audi Sport GmbH.

Powerful: electric all-wheel drive and recuperation

With its two electric motors on the front and rear axles, the Audi e-tron GT** is a sporty touring sports car with a confident motor variant. Depending on the model, it delivers an output of 350 kW (476 PS) or, as an RS version**, 440 kW (598 PS); in overboost, the e-tron GT quattro can even briefly deliver 390 kW (530 PS) and the RS e-tron GT 475 kW (646 PS). The total torque is 630 Nm (*464.7 lb-ft) or 830* Nm (612.2 *lb-ft)*. The RS model completes the standard sprint from zero to 100 km/h *(62.1 mph)* in 3.3 seconds. When the driver fully depresses the accelerator pedal from a standstill, the two-speed transmission on the rear axle engages first gear.

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Thanks to its lightning-fast control operations, the electric all-wheel drive provides the e-tron GT** with maximum dynamism, stability, and traction in any driving situation. When the driver releases the right-hand pedal, the gran turismo usually switches to coasting mode. While braking, the electric motors perform decelerations alone up to around 0.3 *g*, i.e. the vast majority of all everyday driving situations.

Powerful and progressive: the e-tron sport sound

The e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) is a work of art in terms of not only technology and design but also acoustics – that is, if the customer also ordered the e-tron sport sound, which comes as standard with the RS model (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0). 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, and the driver can activate it and modulate its amplitude via the Audi drive select system.

Fast charging and long ranges: the high-voltage battery

The maximum range up to 488 kilometers *(303,2 mi)* that the e-tron GT** achieves is every bit as outstanding as its driving performance. Its high-voltage battery integrates 396 pouch cells with a flexible outer shell and provides a net capacity of 84 kWh (93 kWh gross). Its voltage level of 800 volts enables fast direct current (DC) charging with a maximum of 270 kW. Under ideal conditions, it takes only five minutes to charge for a distance of around 100 kilometers *(62.1 mi)*. With the e-tron Charging Service, customers can charge with alternating and direct current at around 200,000 charging points in Europe using just a single card.
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 cooled or heated to a temperature at which it can be charged as quickly as possible on the way to the charging station. The standard heat pump reduces the loss of range that the electric climate control causes in winter in particular. The free myAudi app allows the owner of the e-tron GT** to monitor and control the charging processes 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 and the electric motor creates a low center of gravity and a balanced axle load distribution. The wheel suspensions are designed as a sporty wishbone construction, and almost all axle components – including the links and subframes – are made of lightweight aluminum. Audi drive select, the driving dynamics system with four modes and controlled damping, comes as standard in every e-tron GT (power consumption combined in kWh/100 km *(62.1 mi)*: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)*: 0). In the RS model (combined electric power consumption in kWh/100 km *(62.1 mi)*: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)*: 0), the differential integrates an electronically controlled multi-plate clutch that further improves agility and traction. The controlled three-chamber adaptive air suspension enables excellent ride comfort and a wide spread in terms of handling. The brake disks are coated with tungsten carbide, which further improves their already strong performance. All three features are available as an option for the e-tron GT quattro**.

Extremely lightweight and fade-resistant carbon fiber ceramic brakes are available as an alternative for both models**. The all-wheel steering is another high-end option. At low speeds, it turns the rear wheels 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. Wheels are available in sizes from 19 to 21 inches.

Fully connected: controls, infotainment, and assist systems

Like all Audi models, the e-tron GT is connected extensively. 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 the online services from Audi connect on board. One of these is the e-tron route planner, which calculates the charging stops such that the driver reaches their destination as quickly as possible. A headup display, the Audi phone box, and the Bang & Olufsen 3D Premium Sound System (standard in the RS model**) are available as options.

The driver assist systems are subdivided into the Tour, City, and Park packages, which are combined in the assist system plus. The (remote) park assist plus maneuvers the e-tron GT** into and out of a parking space at the push of a button. The driver can remain inside the car or get out beforehand – in this case, they start and supervise the parking maneuver via the myAudi app.

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Craftsmanship meets smart factory: production

The e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) is the first fully electric car from Audi to be built in Germany. It rolls off the line at Audi's Böllinger Höfe at the Neckarsulm site. The small-series production at this site was expanded and converted for its new task, in the course of which the skilled craftsmanship of the previous facility has been supplemented by digital processes and smart technologies. The electric gran turismo is assembled on a shared assembly line with the R8** high-performance sports car. The entire production process is net carbon-neutral. It uses 100 percent eco-electricity, with a combined heat and power plant fired with biogas providing the necessary heat.

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Facts and figures

The Audi e-tron GT quattro and the Audi RS e-tron GT

Positioning

- Reinterpretation of the gran turismo idea: four-door coupé with an elegant and dynamic design and powerful electric drive; great confidence in everyday driving and on long distances; sportiness and comfort meet sustainability
- Emotive signature car and preview of future electric design
- RS e-tron GT** as the spearhead of electrification at Audi and Audi Sport GmbH

Exterior design, aerodynamics, and body

- Length: 4.99 m *(16.4 ft)*; width: 1.96 m *(6.4 ft)*; height just 1.41 m *(4.6 ft)*; flat body line; luggage compartment with a volume of 405 liters *(14.3 cu ft)* (350 liters *(12.4 cu ft)* in the RS model**)
- Sporty proportions: large wheels, long hood, flat silhouette, and long wheelbase
- Sculptural design: a low inverted Singleframe grille in contrasting color; 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

- Matrix LED headlights are standard in the RS e-tron GT** and available as an option with the e-tron GT quattro**
- Matrix LED headlights with Audi laser light are available as an option for both models; they double the range of the high beam
- Rear lights with a light band; coming home and leaving home animations in combination with the 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 seats are also suitable for adults

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.
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- Leather-free equipment: two new seat upholstery versions with a high amount of recycled material
- Choice of three seat variants and multiple design packages

Drive and recuperation

- Electric all-wheel drive with one permanently excited synchronous motor (PSM) each on the front and rear axles; two-speed transmission on the rear axle
- The Audi e-tron GT quattro** delivers a total output of 350 kW (476 PS) and 630 Nm (*464.7 lb-ft*) (640 Nm *472.0 lb-ft)* in boost mode) of torque, the RS e-tron GT 440 kW (598 PS) and 830 Nm *(612.2 lb-ft)*; launch control provides a boost output of 390 kW (530 PS) / 475 kW (646 PS) for a maximum of 2.5 seconds
- 0–100 km/h *(62.1 mph)* in 4.1 or 3.3 seconds (RS model**)
- Top speed of 245 km/h *(152.2 mph)* with the e-tron GT quattro** and 250 km/h *(155.3 mph)* with the RS model**
- Intelligent control of coasting and recuperation, brake recuperation of up to 265 kW

e-tron sport sound

- Standard AVAS sound is already more sonorous than legally prescribed
- e-tron sport sound available on request for additional exterior and interior sound (standard in the RS model**); adjusted depending on the Audi drive select setting

Battery and thermal management

- Lithium-ion battery with a net energy content of 84 kWh (93 kWh gross) and a voltage level of 800 V; 396 pouch cells in 33 modules
- Sophisticated thermal management with four cooling circuits, efficient heat pump as standard; preconditioning of the battery for fastest possible DC charging on the road
- AC charging with an output of 11 kW as standard, optionally also with 22 kW shortly after market launch; DC charging with an output of up to 270 kW as standard
- Range of up to 488 km *(303.2 mi)* with one charge in the WLTP (Audi e-tron GT quattro**); just five minutes of charging at maximum DC charging capacity for a distance of roughly 100 km *(62.1 mi)*
- e-tron Charging Service with roughly 200,000 charging points in Europe and attractive rates
- Charging management and pre-entry climate control possible via the myAudi app on the smartphone

Suspension

- Low center of gravity and excellent axle load distribution, thanks to the installation position of the battery and the arrangement of the electric motors
- Series: controlled damping, driving dynamics system Audi drive select

- Optional (standard in the RS model**): controlled rear axle differential lock and three-chamber air suspension adaptive air suspension; optional for both models: all-wheel steering
- Brake disks with tungsten carbide coating as an option (standard with the RS model); brake disks made of carbon fiber ceramics, optional for both models
- 19- to 21-inch wheels, also available in all dimensions as aero wheels

Controls and displays

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

Infotainment und Audi connect

- MMI navigation plus with Wi-Fi hotspot as standard, intelligent navigation functions
- Extensive portfolio of Audi connect services; e-tron route planner for calculating the fastest route with the shortest possible charging stops
- Audi phone box and Bang & Olufsen premium sound system (standard in the RS model**) available as an option

Driver assist systems

- Audi pre sense safety systems as standard; optional Tour, City, and Park packages as well as assist system plus; adaptive cruise assist, and (remote) park assist plus as highlights

Craftsmanship meets smart factory

- Production of the e-tron GT** at Audi Böllinger Höfe at the Neckarsulm 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**

The car in detail

Emotive design and revolutionary technology: the Audi e-tron GT quattro and the Audi RS e-tron GT

Electric mobility is becoming dynamic and fascinating, as Audi is proving with the e-tron GT. The four-door coupé reinterprets the classic idea of the gran turismo: Its design is highly emotive, its technology is exhilarating. Two powerful electric motors provide dynamic driving performance and confident electric all-wheel drive. With its net energy content of 84 kWh, the high-voltage battery enables ranges of up to 488 km *(303.2 mi)* and can be recharged extremely quickly, thanks to its 800 V technology. Suspension, lights, controls, connection, or e-tron sport sound: The Audi e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) and RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) kicked off their presales simultaneously in mid-February 2021. Both models** demonstrate accumulated technical expertise – and the Audi brand's strong passion for minute details.**

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Positioning

Audi remains in the fast lane when it comes to electric mobility. The e-tron GT** is a gran turismo with dynamic elegance, and an Audi such as the world has never seen before. It is powerful, sporty, confident, and emotive, and it reflects all the passion with which the brand develops and builds its cars. Following the Audi e-tron** electric SUV and the e-tron Sportback** electric SUV coupé, with which Audi embarked on its electric mobility journey, the e-tron GT** is now making another strong statement.

The all-electric Gran Turismo was launched in the markets with two versions in mid-February 2021: as an Audi e-tron GT quattro** with a base price of EUR 99,800 and as an RS e-tron GT** from EUR 138,200. The RS model** is the dynamic spearhead of electric mobility at Audi. It outputs a system power of 440 kW (598 PS) and accelerates from 0 to 100 km/h *(62.1 mi)* in 3.3 seconds in overboost. Its suspension comprises features such as three-chamber adaptive air suspension, all-wheel steering (optional), and an electronically controlled rear-axle differential lock.

The RS e-tron GT** and e-tron GT quattro** offer excellent everyday usability and long-distance capability. They combine perfection, fascination, and innovation to form a technical work of art: Their driving characteristics are founded on progressive engineering skill, the drive is pure fascination, and the design arose from the passion for beauty and perfection that is typical for Audi. The e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) brings “Vorsprung durch Technik” to the road – sporty, electric, and pioneering. It is a beacon lighting the company’s journey to new pastures – it is the new signature car from Audi.

The Audi e-tron GT** is targeted in particular toward sophisticated, performance-oriented car enthusiasts who attach great value to sustainability, design, and high-tech. Most of them will be middle-aged and highly educated, have a high monthly income and be able to afford more than one car. Their appreciation of strong, smooth sportiness and passion for detail, maximum precision, and superior quality are what draws them to the Audi brand.

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Exterior design and aerodynamics

The concept: sporty, comfortable, and sustainable

Following the Audi prologue design study that announced the new design language of the full-size class models in 2014, the e-tron GT** represents the next evolutionary stage in the Audi design language. The exterior design of the all-electric gran turismo is an innovative synthesis of form and function, as is typical for Audi. It is the starting point for the design of future electric models from the brand, which will have a significantly more flowing design than today's cars. Sportiness and comfort – these are the two classic characteristics of a gran turismo. The design of the Audi e-tron GT** develops this idea further and adds the new perspective of sustainability, which plays an important role especially in the context of electric mobility. The body line enables advanced aerodynamics. The drag coefficient of just 0.24 reduces energy consumption on long-distance journeys in particular, thereby increasing the range: In the Audi e-tron GT**, efficiency arises from aesthetics – and vice versa.
These basic ideas of dynamism, confidence, and sustainability are also found in the interior of the e-tron GT**. The instrument panel, which is turned toward the driver, rests within a spacious interior design that is characteristic for a gran turismo. Upon request, Audi offers a leather-free design package that consists mainly of recycled materials – a concept that will shape the understanding of luxury in the course of electric mobility even more strongly at Audi in the future.

Exterior design: dynamic sculpture with harmonious proportions

The fully electric gran turismo is a dynamic sculpture. It stands on the road as if molded from a full volume, sharp edges contrasting with athletically taut surfaces. Like Audi's current models of the full-size class, the e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)*: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)*: 0) demonstrates that the proportions lay the foundation for good design and a strong presence: With a wheelbase of 2.90 m *(9.5 ft)*, it measures 4.99 m *(16.4 ft)* in length. The four-door coupé is 1.96 m *(6.4 ft)* wide and just 1.41 m *(4.6 ft)* high, and its wheels have a diameter of between 19 and 21 inches. The track width is 1.69 m *(5.5 ft)* at the front and 1.66 m *(5.4 ft)* at the rear.

The packaging of an electric car with a large battery and the flat silhouette of a gran turismo need not be mutually exclusive, as is demonstrated by the e-tron GT**. The key to this is a recess in the rear section of the battery pack: The rear passengers can put their feet in what is known as the foot garage, which allows them to sit in a lower position and enjoy generous headroom. The luggage compartment in the rear has a volume of 405 liters *(14.3 cu ft)* (the RS model** with the standard Bang & Olufsen Premium Sound System offers 350 liters *(12.4 cu ft)* of space). The storage compartment under the front hood offers another 81 liters *(2.9 cu ft)* of space.

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Flat and powerful: the front section

The Singleframe on the expressively designed front of the e-tron GT** is an indicator for the electric drive – the low-wide grille has an inverted color scheme. Its radiator grille, which reinterprets the classic honeycomb pattern, is available in light hekla gray for the first time at Audi and, optionally, as the body color – another first. A mask in dark Manhattan gray frames the sculptured three-dimensional grille and the lateral air inlets. The Singleframe is almost completely closed; the only open areas are in the lower of the six corners.
The technology packaging of the electric drive allows for a flat front end, thereby providing the driver with a fascinating view over the front end and directly onto the road. Strongly curved fenders frame the hood, thereby focusing the view.

Side view and rear: progressive, dynamic, and emotive

The side view makes the flow of the design particularly obvious. The elongated hood and flat windshield transition into a quickly sloping roofline. The graphics of the side windows are drawn upward in a wedge shape. The greenhouse extends low and taut over the powerful body, which is 17 millimeters *(0.1 in)* lower than on the Audi A7 Sportback**. It is drawn in sharply toward the rear – the gently inclined C-pillars flow elegantly into the muscular shoulders of the body. The long, flat rear window ends in a black zone that holds a number of the vehicle antennas.

Sharp edges stretch across the large wheel arches that are drawn far to the outside – these quattro blisters symbolize the electric all-wheel drive. They are a stylistic feature of many Audi models, but nowhere else are they as strongly pronounced as here. The heavily contoured midsection of the car rests on a powerfully molded sill area. The inserts above the sill trims identify the battery pack as the car's powerhouse – a design motif that the Audi e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) has adopted from the Audi e-tron** electric SUV and further refined.

The diffuser at the rear gives the e-tron GT** a characteristically sharp look, extending far upward and standing in clear visual contrast to the bumper. A flat light strip connects the lights to one another. The spoiler with the integrated spoiler lip runs parallel to it and rounds out the sporty look.

Great individuality: nine colors, different packages

The color palette of the Audi e-tron GT** comprises nine colors. Apart from the plain color ibis white, these include the metallic or pearl effect colors Ascari blue, Daytona gray, floret silver, Kemora gray, mythos black, Suzuka gray, tactical green (new), and tango red. The Audi exclusive program from Audi Sport GmbH offers customized paint finishes.

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Audi can provide two variants of the black styling package upon request. The first variant comprises the Singleframe, its mask, the area of the sills and door inserts, and the diffuser. The black styling package plus comes with the rings and badges in black gloss. The three carbon packages are even more exclusive, with the largest adding highlights on the air inlets, the door inserts, and the diffuser. Audi can also provide the housings of the exterior mirrors and the roof in carbon fiber-reinforced polymer (CFRP) upon request. As standard, the roof is made of heat-insulating glass. Wafer-thin vapor-coated metal layers reflect long-wave infrared radiation, thereby preventing the interior from heating up.

Team work: aesthetics meet aerodynamics

The e-tron GT** looks as if it were shaped by the wind – and it is. Its exterior design was developed in close collaboration between designers and aerodynamics engineers. The result is an excellent drag coefficient of 0.24. The frontal area measures 2.35 m2 *(25.3 sq ft)*. In the course of development, Audi relied heavily on computer simulations, which took more than nine million working hours.

The aerodynamics concept starts with the air inlets on the front section. The exterior upright air curtains guide the air into the wheel arches such that the air flows close to the wheel, and is then released through the outlets at the end of the fender. For the 20- and 21-inch wheels, Audi offers versions with aero blades that cover the majority of the fender and thereby further improve the airflow. The blades are made of high-performance plastic, are only 2 to 3 millimeters *(0.08–0.12 in)* thick, and very light.

Active aerodynamics: two controllable inlets and an adjustable rear spoiler

There is one controllable cool air inlet (SKE) each behind the large ribs in the front mask and behind the openings in the Singleframe, which ensures active aerodynamics. In the interest of efficiency, its two slats remain closed as much as possible. During sporty driving and increased cooling air requirements, they open steplessly and separately from one another, thereby allowing air into the Y-shaped ducts. They guide some of the air to the front wheel arches to cool the brakes. The rest of the air flows to the radiator and the condenser of the air-conditioning system. The two controllable cool air inlets are thus part of thermal management.

The second major factor in the concept of active aerodynamics is the rear spoiler, which, depending on the speed, extends electrically in two positions. At a speed of 90 km/h *(55.9 mph),* it extends to the first position (Eco), and at 170 km/h *(105.6 mph)*, it moves to the second position (Performance). The rear spoiler works together closely with the underbody that ends in a wide diffuser.

This allows the air to flow cleanly off the rear end, and the lift that occurs at the rear axle at high speeds is almost fully compensated.

When the adaptive air suspension (standard in the RS model**) lowers the body, it increases this effect: The air flow and handling stability are improved even further. This is due in part to the fact that the trims under the rear axle are perfectly flush with the smooth underbody in this case. Spoilers and air dams upstream of the wheels channel the air flow. The bolting points of the cover plate under the high-voltage battery come with bowl-shaped indentations, similar to the dimples on a golf ball. This allows the air to flow even more easily than over a totally flat surface.

Intelligent solutions for details complete the aerodynamics concept. The flat slant of the windshield ensures that rainwater flows off via the roof instead of off a special strip at the side as usual. The airflow around the exterior mirrors is carefully adjusted all the way to the rear of the vehicle, and small edges on the rear lights help the air to flow cleanly off the vehicle. The e-tron GT** is also top-class when it comes to aeroacoustics. Its windshield is made of noise-insulating glass as standard, and the side windows and rear window are available with this type of glass upon request. Dark privacy glazing for the rear is available as a further option.

The body-in-white: ultra-high-strength steel and aluminum

Targeted insulation measures throughout the entire body keep annoying noises out of the interior, and the electric motors are encapsulated separately. The body-in-white consists of 13.4 percent parts made of hot-formed and therefore ultra-high-strength steel. They form the strong backbone of the occupant cell: This material is used for the A- and B-pillars, the roof rails, the center tunnel and four cross members; the two cross members at the bulkhead are designed as pipes with different cross sections. The body-in-white is already very light, and the optional CFRP roof saves another 12 kilograms *(26.5 lb)* in weight at the highest point of the car. It thereby moves the already low center of gravity to an even lower position.

Aluminum makes up 60.5 percent of the material used for the body-in-white. The front strut domes and parts of the rear wheel arches are made of cast aluminum. The front and rear longitudinal members, rear cross member and crash barriers in the doors and sills – each comprising seven chambers – are all made from extruded sections. The outer skin is made entirely of aluminum sheets. Audi truly pulls out all the stops during the production of its complex geometries. For example, the side panel frame has an extreme drawing depth of 35 centimeters between the lowest and the highest points.

Headlights and lights

The headlights and rear lights are characteristic elements of the exterior design of the e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0). This is where the character of the electrically powered gran turismo is focused. They are three-dimensional sculptures with a dynamic character and digital aesthetics. The wedge-shaped headlights in the e-tron GT are available in three versions. Audi supplies them in LED technology with dynamic turn signals as standard. The matrix LED headlights are also available as an alternative; these come as standard with the RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0). Their continuous high beams can shine with maximum brightness without blinding other road users.

Topping the range are the matrix LED headlights with Audi laser light. In the center of the headlights, between the low beam and high beam modules, there is a laser spot that is activated from a speed of 70 km/h *(43.5 mph)* and doubles the range of the high beam. It is framed by an X-shaped trim with expressive design that is a small work of art in itself. Its lower section consists of free-standing elements with edges illuminated in blue. The central wings of the daytime running light signature forms the upper part of the “X.” The daytime running light signature itself has a dual function as a turn signal and consists of a row of sharp angles that give it a digital look.

A sculpted light strip spans the entire width of the rear end of the e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0). It transitions dynamically into arrow segments that increase in size toward the outside, thereby creating an unmistakable, lean tail light signature. Independently of the headlight configuration, the rear lights are fitted entirely with LEDs and dynamic turn signals that spreads out flat under the tail light signature. The brake light is located below, in a low and dark area.

Coming home and leaving home animation: character made visible

The top-of-the-line headlights offer another characteristic feature: coming home and leaving home animations at the front and rear. The leaving home sequence, which is activated when the doors are unlocked, is inspired by the power of a sound wave: The illumination of the individual elements builds up quickly and strongly, then retreats briefly before going all in the second time.

With the RS model (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0), the animations are even more dynamic.

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Interieurdesign

The interior of the e-tron GT** conveys the ultimate gran turismo feel by radiating sportiness, comfort, and expanse in equal measure. Sustainable materials also play an important part in the electric sports car.

The interior: sporty and spacious

The strong focus of the interior on the driver – inspired by the “monoposto” concept, a typical design feature of the sporty Audi models – is a characteristic of the e-tron GT**. The upper section of the three-dimensional instrument panel is drawn away from the driver in a large, elegant arc. This space is occupied by the display of the Audi virtual cockpit plus, which is shaded by its own cowl. The flat-bottomed steering wheel features multifunction buttons, and its rim can be heated as an option (standard with the RS model**).

The center console is tilted toward the driver, and the central MMI touch display is conveniently located in its upper section, where is it easy to see. It is surrounded by a black piano finish bezel that seems to float above the instrument panel and tapers into a wing to the right. When the ambient lighting package plus is on board, the bezel bears a lasered and backlit “e-tron” badge. The standard three-zone automatic air-conditioning is located above the central air vents, where it is easy to reach.

The entire instrument panel appears lean and light. It is divided into horizontal levels, creating width and spatial depth. This impression is emphasized effectively in the dark by the ambient lighting package plus with its 30 adjustable colors (standard in the RS model**). The central level spans the entire width of the interior. The lateral air vents underline this sense of width: Aluminum brackets surround their tips that plunge deep into recesses in the door trims. The flowing lines of the door rail visually merge in a straight line into the fender contours of the front section, inspired by the quattro blisters on the exterior.

The driver and passenger sit in a sporty low position, separated by the wide center tunnel. The selector switch for the gears, which provides a highly precise haptic control experience, is situated on its console. The rear seats also offer enough space for adults, as their backrests can be folded forward in the ratio 40:20:40. The uncompromisingly high quality and processing of the materials documents the attention to detail with which Audi develops and builds cars.

Sustainable is the new premium: materials, fabrics, colors, and equipment

The front seats are available in three designs. Available as standard in the e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) are the sport seats with electric eight-way adjustment and artificial leather/pearl Nappa leather covers. The RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) is equipped with sport seats plus with 14-way adjustment, lumbar support and seat heating. The sport seats pro with 18-way adjustment, pneumatic side bolsters, climate control, and (upon request) a massage function are available as an option for both models. In both seat variants, a bezel in the area of the head restraint further sharpens the sporty contour. The seats and steering wheel of the RS model** feature special badges, and the pedal caps and footrest are made of stainless steel.

For fans with exquisite taste: the design packages

The black leather-free design package is available for the sport seats plus. Upholstery is available either as a combination of artificial leather and the Kaskade material or as a mixture of artificial leather and the microfiber material Dinamica. In both cases, the covers consist predominantly of materials such as polyester fibers that were made from recycled PET bottles, textiles, or residual fibers. Each set of Kaskade covers is made of 119 recycled plastic bottles. Dinamica is a breathable microfiber material made proportionally from recycled polyester fibers and recycled PET. Kaskade is reminiscent of natural fibers such as wool and offers a very pleasant seating feel. The stitching of the seat center panels of both covers is based on the look of the Singleframe.

The sport seats pro are made of a combination of two types of leather: fine Nappa leather for the side bolsters and pearl Nappa leather with a perforated honeycomb pattern for the center panels. They are available in black, Santos brown, Arras red, or Monaco gray. The seat colors harmonize with the color-matched interior. In the red and gray RS design packages, red or gray contrasting stitching contrasts with black covers; the seat belts also come in red or gray.

Audi offers a broad range of upholstery materials, from artificial leather and Dinamica and all the way to full leather, for the upper section of the instrument panel, the steering wheel rim, the door trims, the armrests, and the center console. The floor carpet and floor mats in both models are generally made of Econyl, a material that consists of 100-percent recycled nylon fibers. These fibers are gained from production waste, fabric and carpet remnants, or old fishing nets.

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The large application area on the instrument panel is painted in a fine paint finish, graphite gray or palladium silver (in the RS model**). Open-pore walnut wood decor or silk-matt carbon with twill are available as alternatives. With the ambient lighting package plus, the “e-tron GT” logo is projected onto the ground when the driver’s door is opened. While aluminum inserts for the door sill trims are standard, the range extends all the way to carbon material with illumination.

The Audi exclusive program from Audi Sport GmbH fulfills many personal customer requests for equipment, in particular with regard to leather, the stitching, and the seat belts, which are available with colored edges. The cognac/jet gray design package is available as an upscale all-in-one solution. The seats are upholstered with brown fine Nappa leather here, and gray contrasting stitching throughout the interior adds highlights from the steering wheel rim to the floor mats.

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Drive and recuperation

The fully electric gran turismo from Audi offers dynamic driving performance in both model variants. The e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) accelerates from 0 to 100 km/h *(62.1 mph)* in 4.1 seconds; the RS model (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) achieves this in just 3.3 seconds. Both values apply for boost with launch control, which the driver can access in “dynamic” mode of the Audi drive select dynamic handling system. The RS model** reaches the 200 km/h *(124.3 mph)* mark in 10.9 seconds, and has a top speed of 250 km/h *(155.3 mph)*. The e-tron GT quattro** has a top speed of 245 km/h *(152.2 mph)*.

In the e-tron GT quattro**, the front electric motor outputs 175 kW (238 PS), and the rear motor outputs 320 kW (435 PS). Both electric motors keep reserves available for extreme driving situations, which is why the sum of their individual outputs exceeds the drive’s total output of 350 kW (476 PS) considerably. Up to 390 kW (530 PS) are available for roughly 2.5 seconds in boost mode via launch control. The total torque is 630 Nm (*464.7 lb-ft*). In the RS e-tron GT**, the electric motor at the front axle also outputs 175 kW (238 PS), while the motor in the rear outputs 335 kW (456 PS). The total output is 440 kW (598 PS), and the total torque is 830 Nm (*612.2 lb-ft*). In boost mode, the output briefly increases to 475 kW (646 PS).

More copper in the stator: the hairpin winding

The PSM motors (permanently excited synchronous motors) in the e-tron GT** are extremely efficient, with an efficiency of considerably more than 90 percent in the majority of all driving situations. They are produced with a complex technology known as hairpin winding. The coils of the stator consist of rectangular copper wires that look similar to hairpins after they have been bent. This allows the wires to be packed more tightly, as a result of which considerably more copper fits into the stator as compared to the conventional round winding. This increases the output and torque and makes the cooling of the electric motors, which takes place via a separate medium-temperature circuit, more efficient.

The electric motor, the power electronics, and the transmission form a compact block on both axles. The front motor is installed coaxially and has a ratio of 8.1:1. The rear electric motor is installed parallel to the axles and sends its torque to a two-speed transmission with three shafts. The second gear (ratio of 8.2:1) provides excellent efficiency and also large amounts of reserve power. The first gear, which has a very short ratio of 15.6:1, ensures spirited acceleration right from the start, if the driver so desires. If the driver decides against this, the car moves off in first gear.

The driver generally does not need to press a start button to drive off and can just depress the brake pedal and engage the “D” or “R” gear. As soon as they take their foot off the brake pedal, the car starts to roll at low speed.

The new generation of quattro: the electric all-wheel drive

The electric all-wheel drive in the e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) and RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) regulates the drive torque distribution between the axles – continuously, fully variably, and within a few thousandths of a second. The electric gran turismo thus offers powerful dynamism and optimum traction in any weather conditions. The quattro principle of the four-wheel drive that Audi introduced to the market more than 40 years ago presents itself on a new, fascinating technological level.

When the e-tron GT** is being driven in the “comfort” mode of Audi drive select, both electric motors work together in the most energy-conserving way possible. In “dynamic” mode, its character is more rear-heavy, while “efficiency” mode clearly prioritizes front-wheel drive. With a slippery road surface, high power requirements, or fast cornering, more torque can be distributed to the rear wheels – and around five times faster than with a mechanical quattro drivetrain.

Efficiency takes priority: coasting or recuperation

When the driver releases the right-hand pedal, the drive of the e-tron GT** generally switches to coasting. This strategy prevents the losses associated with every conversion of energy. The large gran turismo glides calmly and efficiently while its electric motors run along virtually deenergized. Coasting recuperation takes place at the front electric motor and only in the “dynamic” mode of Audi drive select.

Regardless of the driving mode, the driver can use the rocker switches on the steering wheel to adjust two manual recuperation levels of different strengths. They can select an automatic level in the MMI system, where the rocker switches are non-functional. In this case, the predictive efficiency assist regulates coasting and recuperation on the basis of data which is obtains from the navigation system and the onboard sensors. For example, when the car is approaching a roundabout or a slower car driving in front, the drive management system attempts to reduce the speed by coasting. If the available distance is too short, it switches to recuperation. In this case, maximum deceleration is slightly higher than in the manual recuperation levels, reaching up to 0.13 *g*.

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Brake recuperation: output of up to 265 kW

While braking, the electric motors perform decelerations alone up to around 0.3 *g*, i.e. the vast majority of all brake applications in everyday driving. The hydraulic wheel brakes are activated only when the driver brakes very heavily. The transition is almost unnoticeable, and recuperation remains active almost up to a standstill. If both electric motors are involved in brake recuperation in order to ensure handling stability, they can recover up to 265 kW of power. In all driving situations – be it full acceleration, dynamic handling, coasting or brake recuperation – the gran turismo remains unshakably stable because its control systems for brakes, suspension, drive, and power electronics are closely connected and work together quickly.

e-tron sport sound

In the e-tron GT (combined electric power consumption in kWh/100 km (62.1 *mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0), customers can configure the listening experience themselves – from the silence of the electric drive all the way to the sporty sound backdrop. In the Audi e-tron GT quattro, the e-tron sport sound is available as an option but comes as standard in the RS model (combined electric power consumption in kWh/100 km (62.1 *mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0). Two control units and amplifiers located in the luggage compartment generate a separate exterior and interior sound, which is output by two loudspeakers each outside and inside the vehicle. Data about the rotational speed of the electric motors, the accelerator position, the vehicle speed, and other parameters serves as the basis for the digital sound. A synthetic sound that is sampled from 32 individual sounds – including reworked synthesizer sounds, for example – is generated on this basis and offers an authentic and finely nuanced impression of the work performed by the drive system.

Drivers can modulate the sound via the Audi drive select system. In the “efficiency” profile, only the standard AVAS (Acoustic Vehicle Alerting System) is active, which already generates a considerably broader warning sound than is legally required. At increasing speed – from 20 km/h *(12.4 mph)* in the EU and from 32 km/h *(19.9 mph)* in North America – it becomes gradually quieter and is inaudible from 60 km/h *(37.3 mph)*. By selecting “comfort” mode, the driver activates the e-tron sport sound, which outputs a full and high-quality exterior sound. The “dynamic” profile makes it even more powerful, and the interior sound is added. The e-tron sport sound is sporty, voluminous and high-quality, and an acoustic expression of the progressive gran turismo character.

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Battery and thermal management

The lithium-ion battery system of the Audi e-tron GT quattro** and the RS e-tron GT** can store 84 kWh of energy net (93 kWh gross). It integrates 33 cell modules, each of which comprises 12 pouch cells with flexible outer skin. Each module is fitted with its own computer that monitors the temperature and voltage. The unusually high system voltage of approx. 800 volts enables a powerful continuous output and shortens the charging duration; in addition, it reduces the weight of, and space required by, the wiring.

The battery system is located beneath the passenger compartment, at the lowest point of the car. This, in combination with the electric motors, provides a low center of gravity appropriate for a sports car and a weight distribution between the front and rear axles that is very close to the ideal value of 50:50. Thirty modules form the lower level of the battery that features a wide recess in the rear section. It creates space for the rear passengers' feet, which allows them to sit in a low position and also enables the flat vehicle silhouette. The upper "floor" contains three further modules situated below the rear seats. The connections, fuses, and the main control unit are located under the console of the center tunnel. The bottom of the battery is protected by an aluminium plate.

The inner structure of the battery that houses the module, the frame surrounding it, and the upper cover plate are made of aluminum. As in the body, die-cast sections, extruded sections, and aluminum sheets are used here. The battery system contributes significantly to the rigidity of the body to which it is attached via 28 screws. At the same time, it improves passive safety in the event of a frontal and side impact.

High-tech: thermal management

Beneath the cell space of the battery, there is a compound structure of flat extruded sections through which a glycol/water mixture flows that circulates in its own low-temperature circuit. The temperature is transferred between the cooling plates and the cell space via a heat-conducting paste. The battery's feel-good temperature is between 30 and 35 degrees Celsius, and its operating range extends from minus 30 to plus 50 degrees.

Four separate coolant circuits, each at its own temperature level, regulate the temperature in the high-voltage components and the interior precisely and quickly. They can be interconnected flexibly as required. If the driver demands a high output several times in a row, valves couple the coolant circuit of the battery with the refrigerant circuit of the air-conditioning system – this intensive cooling keeps the performance of the drive at a consistently high level.

The e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) and RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) can accelerate to full speed from a standstill up to ten consecutive times.

The refrigerant circuit also helps with cooling during fast DC charging, which can heat the battery up to 50 degrees Celsius. The thermal management is connected to the navigation system. When the driver sets an HPC terminal (High Power Charging) as the destination, the cooling of the battery is already intensified on the way to the charging station so that it can be charged as quickly as possible. Should the battery still be very cold shortly after the car is started in winter, it is heated for fast charging.

The standard equipment of the e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) includes a heat pump that heats the interior with the waste heat of the high-voltage components. It can reduce the loss of range that the electric climate control causes in winter in particular significantly. In addition to charging, customers can also manage pre-entry climate control of the interior via their smartphones using the myAudi app. This is done via a powerful high-voltage heating element and does not depend on the car charging via the power grid. Audi equips the e-tron GT** with a deluxe auxiliary air-conditioning system as an option that also incorporates the steering wheel rim (if heatable), the exterior mirrors and the rear window.

From 11 to 270 kW: AC and DC charging

The charging flaps of the gran turismo are located behind the front wheels. Both sides feature connections for alternating current (AC) and there is also a connection for direct current (DC) on the right-hand side. The Audi e-tron GT** is delivered to its customers with two charging cables as standard: one mode 3 cable for public AC terminals and the charging system compact for the garage. The e-tron GT** can charge with 11 kW AC as standard, which allows it to recharge an empty battery overnight. An optional onboard charger for 22 kW will follow shortly after the market launch.

Audi offers the home charging system connect as an option. Its Internet connection enables both control via the myAudi app and function updates. In cooperation with a suitable home energy management system, it offers further intelligent functions. For example, the e-tron GT** can take account of the needs of other consumers in the household, and charge with the remaining power available in order to avoid overloading. Customers can also define individual priorities, such as charging when electricity is less expensive under a variable electricity rate.

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At a direct current terminal with a voltage of 800 V, for example in the European freeway network from Ionity, the Audi e-tron GT** achieves a peak charging capacity of up to 270 kW. This allows it to recharge energy for up to 100 kilometers *(62.1 mi)* in just over five minutes, and charging from five to 80 percent SoC (state of charge) takes less than 22.5 minutes under ideal conditions. The driver can restrict the charging target in the MMI operating system, for example if the rate appears too high.

Customers in Europe can use the Audi brand's own e-tron Charging Service, which currently incorporates roughly 200,000 public charging points. A special card is needed to access them, and Audi customers pay a standard rate across 26 countries. Ionity's fast-charging network offers customers a range of favorable terms and conditions. In the first year, Audi covers the basic fee for the transit rate, which offers a reduced price for electricity.

In the NEDC cycle, the Audi e-tron GT quattro** consumes 19.6–18.8 kWh of energy per 100 kilometers *(62.1 mi)* on average, the RS model** consumes 20.2–19.3 kWh. This results in average ranges of up to 488 kilometers *(303.2 mi)* or 472 kilometers *(293.3 mi)* (WLTP).

Suspension

The suspension is one of the elements that play a crucial role in shaping the harmonious overall character of the Audi e-tron GT quattro** and the RS e-tron GT**. It is a congenial partner to the dynamic drive, while always remaining confident and relaxed no matter how much strain is put on it. The gran turismo philosophy becomes a perfect experience here, too.

The wheel suspensions are designed as a sporty double wishbone construction. It has a classic design on the front axle, while the upper wishbones in the rear are divided into individual links. Almost all parts, including the links and subframes, are forged or cast from aluminum. The electromechanical steering has a sporty and direct ratio of 15.4:1 but without any excessive sharpness. Audi supplies all-wheel steering as an option. A spindle drive turns the rear wheels by a maximum of 2.8 degrees here – in opposite directions up to about 50 km/h *(31.1 mph)* to increase agility and handling, and in the same direction from about 80 km/h *(49.7 mph)* to maintain stability. Between 50 *(31.1 mph)* and 80 km/h *(49.7 mph)*, depending on the driving situation, there is a continuous transition between a steering angle in opposite directions and a steering angle in the same direction. When maneuvering, the all-wheel steering reduces the turning circle by roughly 0.6 meters *(2.0 ft)*.

Up to 21 inches and 420 millimeters *(16.5 in)*: wheels and brakes

The portfolio of alloy wheels starts with the 19-inch format for the Audi e-tron GT quattro** and with the 20-inch format for the e-tron RS GT**. A choice of two designs in different colors are available for this format. A new production process used for the aluminum from which these wheels are made reduces net CO_2 emissions considerably. Almost all tires are optimized in terms of rolling resistance; for the 21-inch format, performance-focused tires for the RS model are available as an alternative.

There are also differences between the brakes in the two models. The e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) comes as standard with steel disks with a diameter of 360 millimeters and six-piston calipers on the front axle. The RS model (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) is also fitted with six-piston calipers, which are available in red or orange as an option, and 410 millimeter *(16.1 in)* cast-iron disks with a tungsten carbide coating (optional in the e-tron GT quattro**). This Audi carbide brake system increases the braking performance and reduces wear and therefore brake dust. At the same time it prevents flash rust, a typical phenomenon seen in many electric cars that do not use their wheel brakes very often.

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The top-of-the-line offering for both models includes brake disks made of carbon fiber ceramic, which are especially lightweight, powerful, and durable. They have a diameter of 420 millimeters *(16.5 in)* on the front axle, and their ten-piston calipers are painted in gray as standard, or in red or blue as an option.

Precision-controlled: air suspension and damping

While the adaptive air suspension is optional in the Audi e-tron GT quattro**, it comes as standard in the RS model**. Its compressor generates a working pressure of up to 19 bar, and the three-chamber air suspension on the front and rear axles enables comfortable basic suspension. The chambers in the bellows are activated and deactivated depending on the driving situation. During smooth driving, all three of them contribute to the suspension, while only one or two chambers are active in the case of dynamic requirements such as heavy braking or high transverse acceleration – this strategy reduces the movement of the body.

The air suspension can adjust the body to different heights. It lowers the body by up to 10 millimeters (0.4 in) at a speed of 90 km/h (55.9 mph), and by another 12 millimeters (0.5 in) at 180 km/h (111.8 mph). When driving at a speed below 30 km/h (18.6 mph), the driver can set a lift mode that raises the body by 20 millimeters (0.8 in), for example when driving into underground parking garages. The adaptive air suspension works closely together with the controlled dampers (standard) that adjust to the circumstances at millisecond intervals. Both systems are managed by a central control unit, the electronic chassis platform (ECP). This connection ensures maximum precision.

Four driving modes: Audi drive select

In the Audi drive select dynamic handling system (standard), the driver can specify how the dampers, electric motors, two-speed transmission, and controlled rear-axle differential lock are to operate. They can switch between the “comfort,” “efficiency,” “dynamic,” and “individual” modes via a physical switch. In “efficiency” mode, the body is lowered to the low level to promote better airflow and the top speed is limited to 140 km/h *(87.0 mph)*; however, the driver can override this limit by stepping heavily on the accelerator pedal. In “dynamic” mode, the electric all-wheel drive, the suspension systems, and the active aerodynamics are set to a sporty mode.

For dynamic handling: rear-axle differential lock

The controlled rear-axle differential lock, which is integrated in the ECP control operations, is available as standard with the RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) and as an option with the e-tron GT.

The multi-plate clutch is its core element. It can be actuated fully variably, and the locking range extends from zero to 100 percent. The driver can perceive this on slippery road surfaces and during maximum full-stop braking in particular: In this case, the lock opens up completely, allowing the Electronic Stabilization Control (ESC) to brake each wheel with great precision. It improves traction and stability, increasing lateral acceleration and reducing load change behaviour through targeted torque vectoring. The rear wheel on the inside of the bend is braked in a targeted manner as the car enters a sharp corner – resulting in the car turning slightly into the bend.

Controls and displays

In terms of controls and displays, the e-tron GT quattro** and the RS e-tron GT** follow the current Audi concept: All information appears on large displays. The driver operates the free-standing Audi virtual cockpit plus via the multifunction buttons on the spokes of the steering wheel. The display measures 12.3 inches in the diagonal and offers a high resolution of 1,920 x 720 pixels. The driver can switch between the “classic,” “sport,” and “e-tron” screens in the MMI operating system. In the e-tron view, the focus is on the large power meter that displays the status of the drive and all important information on electric driving.

The central MMI touch display (10.1 inches) is controlled via touch and provides acoustic feedback. This is where the driver manages the infotainment, navigation, comfort functions, and text input. The menu structure is lean and clear, just as on a smartphone, and the MMI search is based on free input. For many searches, the hit list will appear after entering a couple of letters.

“Hey Audi:” natural language control

The third control level is the natural language control which understands numerous expressions from everyday language. It draws information for its responses to commands and questions not only from the information stored on board but also from the cloud. While the onboard information is available particularly quickly, the online information is more extensive. Natural language control can be activated with the wake-up words “Hey Audi.”

The optional head-up display can display important information on the windshield. The image window is in the driver’s field of vision, with the projection appearing to float about two meters in front of them. Another convenient feature of the Audi e-tron GT** is the personalization: Up to six users – five fixed users and one guest – can each store hundreds of preferred settings in individual profiles. The car adjusts the preferred settings when the driver’s door is opened.

Behind the control and display functions in the e-tron GT quattro** and RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) is the third-generation modular infotainment toolkit (MIB 3), which offers extremely high processing power. It works with the physically separate communication box, which executes all tasks relating to connectivity at great speed, and has an integrated Wi-Fi hotspot. After the vehicle is started, the MIB 3 with all of its functions, apps, and services boots up within a few seconds. The driver can activate an individual dashboard that displays up to three main applications in separate windows.

Infotainment and Audi connect

Eleven antennas, all of which are integrated where they cannot be seen, connect the e-tron GT** with the outside world. They receive and transmit audio, LTE, Bluetooth, and GPS signals; the fully electric gran turismo is connected in many different ways.

Fast data transfer: MMI navigation plus

The e-tron GT quattro** and RS e-tron GT** come as standard with the MMI navigation plus information center, which supports the high-speed data transmission standard LTE Advanced and includes a Wi-Fi hotspot for the passengers' mobile devices. The navigation system makes destination suggestions based on previous routes and provides lane-specific information on the traffic flow. The route is calculated both in the car and online on the servers of service provider HERE. It uses real-time data on the overall traffic situation, which enables predictive planning.

The Audi connect online services are split into two packages. The Audi connect navigation & infotainment package includes services such as traffic information online, navigation with Google Earth™, online radio, hybrid radio, and the Amazon Alexa voice assistant, which allows access to several thousands of Alexa skills. Car-to-X services can warn the driver about hazards such as road ice and help them to find free parking spots on the roadside or allow them to surf the green wave by communicating with traffic lights.

Intelligent calculation: the e-tron route planner

The e-tron route planner – yet another service from Audi connect – calculates the fastest route with the shortest possible charging stops. While doing so, it calculates the overall travel time, i.e. the driving time and the charging time, and takes forecasts regarding the traffic situation and availability of charging points into account. In any case, it plans the sections between the charging stops such that the driver arrives at their destination as quickly as possible. To do this, it may suggest charging twice with high power instead of one long stop with lower power. The directory of charging points is updated every day.

The second area of the service program includes Audi connect emergency call & service with Audi connect remote & control. Here, the customer can control many functions via the myAudi app on their smartphone. Aside from charging and climate control, these functions include querying the vehicle status, the car finder, or locking and unlocking. Services such as Audi connect emergency call, online roadside assistance, and Audi service request complement the portfolio.

Attractive hardware modules supplement the infotainment portfolio. The Audi phone box (optional for both models) links smartphones to the vehicle's antenna and charges them inductively. The Bang & Olufsen premium sound system (standard in the RS model**) ups the ante with an output of 710 watts. Among its 16 loudspeakers are two 3D loudspeakers in the A-pillars.

**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.*

Driver assist systems

The Audi e-tron GT quattro (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) and RS e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 22.1–19.8 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) are being launched on the market with a wide range of driver assist systems. The Audi pre sense front and Audi pre sense basic safety systems as well as the lane departure warning system and cruise control system are standard features. The optional systems are subdivided into the "Tour," "City," and "Park" packages, which are combined in the assist system plus. The night vision assist and surround view cameras, which offer a choice of different views, are available as additional individual options. They are also available in the "Park" package.

The most important system in the "Tour" assist package is adaptive cruise assist, which combines the functions of adaptive cruise control, traffic jam assist, and active lane assist. It can largely take over longitudinal and lateral guidance for the driver in many situations. In order to maintain the latter, the driver needs to move the steering wheel slightly at certain intervals. When the predictive efficiency assist (standard) is active, the adaptive cruise assist decelerates and accelerates the Audi e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) in such a way that it consumes as little energy as possible. To do so, it evaluates information from the onboard sensors and navigation data, provided that route guidance is active. The "Tour" assist package includes further systems in addition: camera-based traffic sign recognition and the emergency assist, as well as the turn assist and collision avoidance assist, which can prevent collisions with other vehicles.

Get out and let the car park itself: (remote) park assist plus

Aside from the maneuver assist, the (remote) park assist plus, which the driver activates at the push of a button, is one of the highlights of the "Park" assist package. It detects suitable parking spaces and can maneuver the Audi e-tron GT** into and out of a parallel or bay parking space at the push of a button. The driver is responsible for the maneuver. They can remain inside the car or get out beforehand – in this case, they start and supervise the parking maneuver via the myAudi app. By keeping the corresponding button pressed, the e-tron GT** will roll into the space, in multiple maneuvers if necessary. Once it has reached its final position, it switches off the drive, activates the parking lock, and locks the doors. The "City" assist package includes the following safety systems: Audi pre sense rear, side assist, exit warning, intersection assist, and rear cross-traffic assist.

**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.*

All systems use the central driver assistance controller (zFAS), which uses the sensors' data to continuously compute an exact model of the vehicle's environment. This way, they can react precisely and promptly to objects, such as by initiating braking. Depending on the selected options, the zFAS receives the data to do this from up to five radar sensors, five visual cameras, the thermal imaging camera for the night vision assist, and 12 ultrasound sensors.

Craftsmanship meets the smart factory

The e-tron GT (combined electric power consumption in kWh/100 km *(62.1 mi)**: - (NEDC); 21.6–19.6 (WLTP), CO_2 emissions combined in g/km *(g/mi)**: 0) is the first fully electric car from Audi to be built in Germany. It rolls off the line at Audi Böllinger Höfe at the Neckarsulm site. The small-series production facility there has been expanded and converted for its new role. The skilled craftsmanship of the previous facility has been supplemented by digital processes and smart technologies. During the expansion, production planners made use of new virtual methods. Production of the e-tron GT** was designed without physical prototypes – a first at Audi.

The body shop combines the skilled craftsmanship of the employees with the full potential of automated production technology. It consists of an innovative body assembly line along which each body passes twice. It is constructed around what is called the two-way framer, in which ten robots are used to attach the inside and outside of the passenger compartment. It combines all manufacturing steps for joining the side panels in a single system, allowing the Audi e-tron GT** to be manufactured on the existing floor space. What is known as the correlation-free inline measuring procedure for the bodies is also new. It guarantees even greater accuracy and can respond very quickly to minute deviations. At the end of the body assembly line is where precise craftsmanship comes into play: Experienced workers fit the add-on parts and check the completed body.

The e-tron GT** shares the assembly line with the Audi R8** high-performance sports car – this integration of two technically completely different cars is unique in the Volkswagen Group. The expanded assembly line includes 36 instead of the previous 16 cycles. Both models are moved using the same driverless transport vehicles and an electrically powered monorail system, with humans and robots working side by side at one station of the line. Once completed, every car is driven for 40 kilometers *(24.9 mi)* on public roads, which also includes sections on the highway and in urban traffic.

The production of the Audi e-tron GT quattro** and the RS e-tron GT** at Böllinger Höfe is carbon-neutral. Just as at the entire Neckarsulm site, production uses 100 percent eco-electricity, with a combined heat and power plant fired with biogas providing the necessary heat for Böllinger Höfe. Emissions that cannot yet be avoided are compensated with carbon credits from certified climate protection projects.

Audi also relies on resource-conserving vehicle manufacturing. This way, production at Böllinger Höfe avoids the use of paper and packaging and uses closed-loop systems, for example. The aluminum sheet waste that accumulates in the press shop, for example during the production of the side wall frame, is returned to the supplier, where it is reconditioned and then reused at Audi.

Audi has launched a pilot project for plastic recycling. Plastic waste is processed into fibers, and these filaments are then used in 3D printers to manufacture tools for the production process.

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Fuel/electric power consumption and emissions values of the models named above:**

Audi e-tron GT quattro
Combined electric power consumption: - (NEDC); 19.6 –18.6 kWh/100 km (WLTP);
Combined CO_2 emissions in g/km (g/mi): 0 (0)

Consumption and emissions values are only available according to WLTP and not according to NEFZ for this vehicle. Information on fuel consumption and CO_2 emissions in ranges are dependent on the chosen vehicle specification.

Audi RS e-tron GT
Combined electric power consumption: - (NEDC); 22.1– 19.8 kWh/100 km (WLTP);
Combined CO_2 emissions in g/km (g/mi): 0 (0)

Consumption and emissions values are only available according to WLTP and not according to NEFZ for this vehicle. Information on fuel consumption and CO_2 emissions in ranges are dependent on the chosen vehicle specification.

Audi e-tron
Combined electric power consumption in kWh/100 km (62.1 mi)*: 24.3–21.0 (NEDC); combined CO2 emissions in g/km (g/mi)*: 0

Audi e-tron Sportback
Combined electric power consumption in kWh/100 km (62.1 mi)*: 23.9–20.6 (NEDC); combined CO2 emissions in g/km (g/mi)*: 0

Audi A7 Sportback
Combined fuel consumption in l/100 km (62.1 mi)*: 11.6–4.3 (NEDC); combined CO2 emissions in g/km (g/mi)*: 265–113

Audi R8
Combined fuel consumption l/100 km (62.1 mi)*: 13.3–12.9 (NEDC); combined CO2 emissions in g/km (g/mi)*: 301–293

** 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).