Audi RS e-tron GT – Aerodynamics

Team work: Design meets aerodynamics

Aerodynamics isn't just the means to an end in the e-tron GT but an important design feature. The design with its drag coefficient of 0.24 looks as if it were shaped by the wind – and it is. It was developed in close collaboration between designers and aerodynamics engineers.

The air inlets in the lower section of the front play an important role. The exterior upright air curtains guide the air into the wheel arches such that the air flows close to the wheel and then along the side. Some of the 20- and 21-inch rims feature light aero blades that are just 2 to 3 millimeters (0.08–0.12 in) thick. This covering further increases aerodynamic efficiency.

There is one controllable cool air inlet each behind the large ribs below the headlights and behind the openings in the corners of the Singleframe, which ensures active aerodynamics. In the interest of efficiency, the two controllable cool air inlets remain closed as much as possible. When they open in the context of a dynamic driving style, Y-shaped channels send the air to the coolers and into the front wheel arches in order to cool the brakes there.

The second major factor in the concept of active aerodynamics is the rear spoiler, which extends electrically to two different positions, depending on the speed. It works together closely with the smooth 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, further improving the air flow and handling stability and further reducing lift.

The e-tron GT is also top-class when it comes to aeroacoustics. Its windshield is made of noiseinsulating glass as standard, and the side windows are rear window are available with this type of glass upon request. Targeted insulation measures throughout the entire body keep annoying

* *Information on electric power consumption and CO_2emission figures given in ranges*

depend on the equipment selected for the vehicle.

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