Audi RS e-tron GT – Thermal management

High-tech thermal management: four separate coolant circuits

Four separate coolant circuits regulate the temperature in the high-voltage components and the interior, each at its own temperature level. 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 – the intensive cooling keeps the performance of the drive at a consistently high level. The refrigerant circuit also helps with cooling during fast DC charging, which can heat the battery up to 50 degrees Celsius.

The standard equipment of the e-tron GT (combined electric power consumption in kWh/100 km (62.1 mi)*: 19.6–18.8 (NEDC), combined CO_2 emissions 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 caused by climate control significantly, especially in winter when it replaces the thermoelectric heating element. Customers can manage pre-entry climate control of the interior and charging via their smartphones using the myAudi app. The e-tron GT is equipped with a deluxe auxiliary air conditioning system as an option that also incorporates 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 (combined electric power consumption in kWh/100 km (62.1 mi)*: 19.6– 18.8 (NEDC), combined CO_2 emissions in g/km (g/mi)*: 0) is delivered to its customers with two charging cables: one mode 3 cable for public terminals and the charging system compact for the garage. The intelligent charging system connect is available as an alternative here. Its internet connection enables both control via the myAudi app and function updates. In cooperation with a suitable home energy management system, the charging system connect offers further smart functions, such as charging when electricity is less expensive under a variable electricity rate.

The e-tron GT can charge with 11 kW AC as standard, which allows it to recharge an empty battery over night. An optional charger for 22 kW will follow shortly after the market launch. At a sufficiently powerful DC terminal, the electric gran turismo achieves a peak

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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 Charging from 5 to 80 percent SoC (state of charge) takes just 22.5 minutes under ideal conditions.

Customers in Europe can use the Audi brand’s own e-tron Charging Service, which currently comprises around 200,000 public charging points. They can access these charging points with one card. Audi customers pay a uniform rate in 26 countries. They enjoy favorable conditions in the Europe-wide fast-charging network from Ionity. 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 487 kilometers (302.6 mi) and 472 kilometers (293.3 mi) (according to the WLTP measuring procedure), respectively.

* *Information on electric power consumption and CO_2 emission figures given in ranges depend on the equipment selected for the vehicle.*

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