



## New electric sports car Piëch GT launches with highly efficient battery

- ElringKlinger to collaborate with Piëch on developing the battery system for the new Swiss-made sports car, will supply prototypes
- Thanks to innovative battery cells, the Piëch GT charges from 20 to 80 percent in eight minutes using a conventional 350 kW charger
- Quick charger specially developed by TGOOD even enables charging in less than five minutes
- Purely electric Piëch GT with 500-kilometre range according to WLTP

**Zurich, 10 May 2022: The development of the Piëch GT electric sports car is progressing according to plan. An agreement was reached with ElringKlinger, a leading global systems partner to the automotive industry for electromobility, lightweight solutions and engineering services, to develop and supply prototypes of the battery system for the new Swiss Piëch GT electric sports car. Together with development partner hofer powertrain and ElringKlinger, the young Swiss group of companies can build on the expertise and performance of two renowned suppliers. The innovative pouch cells, which were initially delivered from a Chinese partner and are now being developed and produced in Germany, have a special cell structure that achieves top values in terms of thermal behaviour, charging speed and recuperation capability.**

The founders of Piëch Automotive AG, Toni Piëch and Rea Stark Rajcic, formulated an ambitious development goal merely three years ago: “The new Piëch GT should convincingly transport the genes of a classic sports car into the electric age,” was how Toni Piëch set out the direction of travel at the highly acclaimed world premiere of the Swiss electric sports car at the 2019 Geneva International Motor Show.

Since then, development has been in full swing. The young Swiss group of companies can count on the experience of its head of development Klaus Schmidt, who is renowned for his ability to achieve ambitious goals. A prototype was quickly rolled out and has already made a very promising impression during its first test drives – both in terms of design and driving dynamics. With the new battery development partnership, Piëch Engineering AG has now achieved the next important milestone, as Klaus Schmidt says: “The collaboration with ElringKlinger brings the cells that were originally developed in China closer to Piëch Engineering AG, allowing us to be more efficient in terms of further development, subsequent series production and availability of the charging stations. What is even more important: our specially developed pouch cells have excellent charging behaviour, are significantly stronger in terms of capacity and are more powerful, which leads to a significantly smaller number of cells required and thus reduces complexity. As a result, we can keep the vehicle weight to just 1,800 kg and are thus around 20 to 30 percent lighter than the competition. With around 450 kW (611 hp) of power, the low weight enables acceleration from zero to one hundred kilometres an hour in less than 3.0 seconds and agile handling typical of a sports car.”

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Thanks to a very low internal resistance and innovative thermal management, the innovative pouch cells of the new Piëch GT do not overheat and offer highly efficient recuperation, which benefits the range of up to 500 kilometres according to WLTP.

Using a standard 350 kW charger, the Piëch GT can charge from 20 to 80 percent in eight minutes. Other electric vehicles usually take between 20 and 30 minutes to reach the same level of charge. But the Piëch GT not only can be charged almost three times faster than other cars, it also boasts of another highlight, as Klaus Schmidt explains: "The fast charger specially developed by TGOOD charges the vehicle in less than five minutes – these are absolutely impressive values."

Consumption amounts to 180 Wh/km, which puts the Piëch GT in the top group of the competition in terms of efficiency. In addition, the battery can be charged with 400 or 800 volts, making it future-proof and sustainable.

"The collaboration with Piëch Engineering AG underlines ElringKlinger's position as a strong partner with a high level of expertise and performance in the field of battery technology. We know that Piëch has the highest expectations when it comes the fully electric powertrains in their vehicles," emphasises Jürgen Weingärtner, Vice President Electric Drivetrain and Battery Technology at ElringKlinger AG. Toni Piëch adds: "We are glad that our still young company can rely on the expertise and performance of two renowned suppliers such as ElringKlinger and our development partner hofer powertrain."

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## About Piëch

Piëch Automotive was founded in Zurich in 2016 by Toni Piëch and Rea Stark Rajcic. A permanent core team of specialists, all of whom bring several years of experience from various areas of the industry and who have worked for renowned car manufacturers around the world, designed a modular vehicle platform together with another up to 200 external employees. Based on this platform, various body and drive variants can be developed. The Piëch GT, which is scheduled for start of production in 2024, will be the first of these.

## About ElringKlinger

ElringKlinger AG is a German group headquartered in Dettingen an der Erms, Baden-Württemberg, which operates as an automotive supplier. As of 31 March 2021, the ElringKlinger Group comprised 39 fully consolidated subsidiaries in addition to the parent company. ElringKlinger is a leading global system partner to the automotive industry for lightweight solutions, electric mobility, sealing and shielding technology, tooling technology and engineering services.

## About hofer powertrain

hofer powertrain is a system supplier, development and technology partner for efficient drive solutions for all types of electrified vehicles. The company's main goal is to increase the efficiency of mobility with future-oriented technologies. This goal is achieved through a unique, in-depth knowledge of the complete system, including software, functions and vehicle integration from pre-development to SOP and beyond. This holistic powertrain expertise is represented globally with expert teams in Europe, Asia and the Americas.



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## At a glance:

- Purely electric GT with 500-kilometre range according to WLTP
- CCS fast charging in approx. 8:00 minutes to 80 percent of battery capacity (350 kW charger)
- Development of battery cells now in Germany
- Charging time at specially developed charging station less than 5 minutes



## Technical specifications of the Piëch GT:

### Powertrain

Electric motors (kW)	3 × 150
Total gear ratio	8.5
RPM at 250 kph (1/min)	16,000
Battery (kWh)	≤90
Battery type	Li-Ion (pouch)
Charging capacity	8.5C
Brake energy recovery (g)	0.55

### Measurements + Weight

Length (mm)	4,432
Width (mm)	1,991 (with mirror 2,138)
Height (mm)	1,300
Wheelbase (mm)	2,620
Weight (kg)	1,800
Axle weight distribution front/rear	40/60

### Wheels

Front axle   rear axle	255/40-20   295/35-20
	265/35-21   305/30-21
Diameter (mm)	710

**Torsional stiffness (Nm/degree)** 42,900

**Number of seats** 2

### Performance

1–100 kph	<3.0 s
1–200 kph	<9.0 s



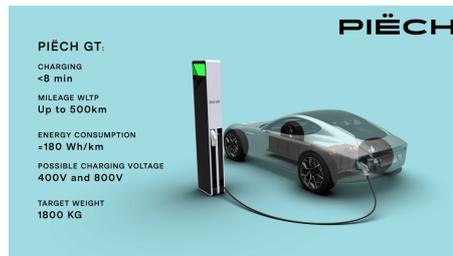
## Gallery with new image material online

Follow this link for supplementary image material:

<https://piech.com/press>



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3 From left to right: Klaus Schmidt (CTO Piëch), Johann Hofer (CEO & Founder hofer powertrain)



6 From left to right: Frank Schüller (SVP Engineering Piëch), Christian Honeck (Director Program Management Battery ElringKlinger), Wolfgang Stephan (CTO hofer powertrain), Alexander Nässer (CFO hofer powertrain), Klaus Schmidt (CTO Piëch), Johann Hofer (CEO/Founder hofer powertrain)

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7 From left to right: Alexander Nässer (CFO hofer powertrain), Sven Eurich (VP Production hofer powertrain), Wolfgang Stephan (CTO hofer powertrain), Gunnar Deichmann (Vice President Battery Technology ElringKlinger), Peter Schweizer (Vice President Sales Product Lines ElringKlinger), Johann Hofer (CEO/Founder hofer powertrain), Klaus Schmidt (CTO Piëch), Fabian Rehrl (Business Development hofer powertrain), Frank Schüler (SVP Engineering Piëch), Christian Honeck (Director Program Management Battery ElringKlinger)

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