



The next step: new electric sports car Piëch GT successfully enters trial phase

- Confirmation of the technical concept – fully electric Piëch GT with WLTP range of 500 kilometers proves its worth in testing trials
- The Piëch GT can be charged to 80 percent capacity in eight minutes at any CCS2 fast charging station using the latest battery technology; fast charger specially developed by TGOOD enables charging in under five minutes
- Relocation of German affiliate's development team from Munich to Memmingen

Zurich, October 5, 2021: Following the stunning debut of the Piëch Mark Zero electric sports car concept at the 2019 Geneva Motor Show, progress is being made on the production model under the project name Piëch GT. Battery cell development, which had originally commenced in China, has since been shifted geographically closer to Europe. At the same time, rapid battery charging and energy recovery remain a strong argument for the electric sports car. The all-electric Piëch GT can be charged to 80 percent capacity in eight minutes at any CCS2 fast charging station, while a fast charger specially developed by TGOOD enables charging in under five minutes. The move to the new test center near Memmingen in southern Germany marked another milestone for the young Swiss company, enabling it to continue to efficiently drive forward development. As early as mid-2024, the new Piëch GT is to be launched on the market as the first vehicle in a product family of three variants, all of which, with their Piëch DNA, will transport typical sports car handling into the electric age.

Piëch Automotive AG is opening up a new chapter in the trial phase of its Piëch GT electric sports car project. "Despite the global COVID-19 pandemic, we have managed to overcome the resulting delays and keep our project fully on track. The financing rounds to date have been successful, and we can now confidently continue our journey towards market launch," says Toni Piëch, co-founder and CEO of Piëch Automotive. With the relocation of the German development department from Munich to Memmingen in August, the team around Klaus Schmidt (CEO/CTO of the German affiliate) now has the ideal conditions to continue its work. "We have a test track and the appropriate logistics at our disposal here, which will substantially advance the development of the Swiss sports car," Schmidt is pleased to report.

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Technical update

The battery and battery cell technology of the Piëch GT has received a significant innovation. “Thanks to close cooperation with our partners in China and Europe, we have found a solution that enables a full charge in less than five minutes. Considering the later series production, and to ensure shorter procurement routes for the charging stations, Piëch decided to partner with German companies for the development. Thanks to the reliable charging concept, the Piëch GT can be charged to 80 percent capacity in eight minutes at any CCS2 fast charging station. A fast charger specially developed by TGOOD enables this process to be completed in under five minutes. These are absolutely impressive figures,” says Klaus Schmidt, proudly explaining the latest development stage of the battery cell. The compact and robust pouch cells not only enable easier thermal management, but the targeted curb weight of less than 1,800 kilograms, combined with its approximately 450 kW (603 hp), enables the Piëch GT to accelerate from zero to 100 kph in less than 3.0 seconds. “The future clearly belongs to the pouch cells we use – both in terms of weight and fast-charging capability. We are particularly pleased that the battery developed especially for Piëch can also be employed for use in series production,” says Schmidt.

Typical sports car handling

Rea Stark Rajcic, co-founder and CDO of Piëch Automotive, had clearly defined the positioning from the very beginning: “The new Piëch GT should convincingly transport the DNA of a classic sports car into the electric age.” To make this happen, one synchronous motor produces 150 kW at the front axle, while another two synchronous motors with 150 kW of power each provide additional thrust at the rear axle so that a sports car driving experience is guaranteed. The arrangement of the batteries (one part is housed in the center tunnel, the rest on the rear axle) permits a similar axle load distribution and handling that had previously been the exclusive preserve of pure sports cars with internal combustion engines. In contrast to the widely used underfloor arrangement, the package enables a low seating position typical of a sports car as well as precise handling with immediate feedback to the driver.



Design as in the show car

The design of a production model often differs greatly from the bold lines of the concept car. Not so with the Piëch GT. “We created a sports car with a timeless design, just like we would dream ourselves. And we spoke at length with car enthusiasts about what is missing on the market. The result was a modern classic that is not bound by any consumer cycles. Drivers of our sports car should enjoy every moment they spend behind the wheel,” says Rea Stark Rajcic, summarizing the vision of the Swiss electric sports car. The timeless design also highlights the long-term aspirations of the Swiss company. The new Piëch GT should always bring a smile to the prospective owners’ faces regardless of the prevailing fashion trends.

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Trial phase going according to plan

Klaus Schmidt, chief developer at Piëch Engineering (Germany) GmbH, previously spent more than 30 years heading up BMW's high-performance department at M GmbH. He brings with him a wealth of valuable experience that has had a very positive impact so far, both on the development and quality of the technical components and on the production of the first prototype, as initial tests have now shown. "The second prototype will be completed by next March, with a further series of prototypes to follow before the end of 2022. Based on the test results from these prototypes, another batch of prototypes will then be built in 2023. Piëch is exactly following the tried-and-tested testing cycles of German premium manufacturers here, with trials in heat and dust, in sub-zero temperatures with ice and snow, and on demanding roads and racetracks such as the Nürburgring Nordschleife, to be able to meet our target of starting series production in 2024," says Klaus Schmidt, outlining the company's ambitious targets.

In-house sales and external service partners

"The purchase of a Piëch GT must offer a genuine brand and product experience right from the start. That's why we are relying on approximately 60 authentic in-house brand stores rather than a conventional franchise system," says Jochen Rudat, explaining the sales strategy developed for Piëch Automotive AG. "We plan to establish and offer the Piëch GT in the most important European markets as well as in the USA, China and other non-European markets. Only renowned companies with an outstanding and comprehensive service network will be considered as service partners," says Jochen Rudat, once Elon Musk's director for European business operations and now the most important man in Piëch's sales department, adding: "Interested buyers will soon be able to reserve their own GT and get a head start even before sales begin."

Changes to the management team

Toni Piëch, co-founder and CEO of Piëch Automotive, also announces some changes to the management team: "We are delighted to welcome Dr. Timo Kauer to Piëch Automotive. Dr. Kauer, who has been with us since the beginning of the year, has previously worked for several renowned companies and will take on the role of Chief Financial Officer (CFO). We would also like to thank Mathias Müller and Andreas Henke, who prudently accompanied our young company in an important phase over several months and strongly advanced it. Andreas Henke will continue to support Piëch in his role as Special Advisor to the Chairman of the Board of Directors."



Financing on a solid foundation – product promise fulfilled

Dr. Timo Kauer, CFO of Piëch Automotive, can also report encouraging progress in the financing activities. Regarding the upcoming Series B rounds, Timo Kauer says: "Together with the management team, we have focused on various core aspects of the company's development as well as bringing in international thought leaders and advisors such as STJ Advisors, in addition to the major bank UBS, in order to optimally position ourselves for Series B fundraising." Toni Piëch adds: "Piëch Automotive made a product promise at the 2019 Geneva Motor Show. Today we can proudly state that we can deliver on that promise. The entire vehicle concept, including the power-

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train and battery, is in place. We were able to convince our investors that our concept is sound, that we are meeting all the milestones in our product development, and that the core processes work. We are focusing on durability and sustainability. The Piëch GT will be produced at the facilities of a renowned automobile manufacturer, and we are already targeting a production volume of 1,200 vehicles in the first year.”

At a glance:

- All-electric GT with WLTP range of 500 kilometers
- CCS fast charging to 80 percent of the battery capacity in approximately eight minutes
- Development of battery cells with a charging time under five minutes at specially developed charging stations

Modular concept enables additional variants – focus on sustainability

The flexible concept with its modular vehicle architecture serves as the basis for further body variants in the model series. In addition to the Piëch GT, the product family will gradually be completed with the sporty electric Piëch SUV and a sports sedan called Piëch Sportlimousine. “Our modular concept not only gives us freedom in the design to create vehicles that are as attractive as possible, but at the same time serves as a platform for all other body shapes. The initial focus is clearly on the two-seater Piëch GT sports car, while the sporty Piëch SUV brings additional volume in sales and the four-seater Piëch Sportlimousine offer more occupant space and round off the product range,” says Rea Stark Rajcic, co-founder and CDO of Piëch Automotive, offering a glimpse into the inner working of the young Swiss company.

“Not only are we flexible in terms of design and body shapes, but we are also keeping all options open when it comes to powertrains. We’re starting with electric cars, but our modular vehicle architecture would allow us to respond flexibly to corresponding developments and breakthroughs in the field of hydrogen or fuel cells,” says Toni Piëch, CEO of Piëch Automotive, underlining his company’s visionary approach.



“We bring together vision with sustainability,” explains Klaus Schmidt. “Sustainability shapes everything we do, from the development of the electric powertrain and the overall vehicle to production and sales. We don’t have to redevelop everything for future variants – and our Piëch GT is built for a long automotive life.”

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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).....	75
Battery type	Li-Ion (pouch)
Charging capacity.....	8.5C
Brake energy recovery (g).....	0.6

Measurements + Weight

Length (mm).....	4,432
Width (mm).....	1,991
Height (mm).....	1,250
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

