

Lotus Eletre: the world’s first electric Hyper-SUV

* **Three versions of all-new and all-electric lifestyle model from Lotus – Eletre, Eletre S and Eletre R**
* **Priced from £89,500 (from €95,990 in Europe), choice of two EV powertrains – 450 kW / 603 hp or 675 kW / 905 hp**
* **Lotus Hyper OS – Eletre debuts new operating system for driver and passengers, including new partnerships with ECARX and HERE Technologies**
* **Lotus announces immersive audio experience Dolby Atmos as part of Eletre’s audio system**
* **Eletre R is world’s fastest dual-motor pure electric SUV**
* **Nürburgring testing shows car is meeting performance targets**
* **Lotus working on advanced tech to support autonomous driving round iconic German circuit**

**London, UK – 25 October 2022**

The ongoing transformation of Lotus to a truly global performance car brand has reached its most significant milestone yet.

The all-new and all-electric Lotus Eletre is a striking and progressive Hyper-SUV – the first of a new breed of pure electric SUVs. It takes the core principles and Lotus DNA from almost 75 years of sports car design and engineering, evolving them into a desirable all-new lifestyle car for the next generation of Lotus customers.

The company’s famed expertise in the fields of ride and handling, steering and optimised aerodynamics have been carefully and respectfully evolved. The Eletre takes the heart and soul of the latest Lotus sports car – the Emira – and the revolutionary aero performance of the all-electric Evija hypercar, and reinterprets them as a Hyper-SUV.

With a world premiere in London in March 2022, the Eletre is ‘Born British, Raised Globally’, a collaboration between highly experienced and dedicated Lotus teams in the UK, Germany and China. They include the product definition and attributes teams at Hethel, the home of Lotus since 1966; the design teams at Lotus Tech Creative Centre (LTCC) in Coventry; the engineering teams at Lotus Tech Innovation Centre (LTIC) in Raunheim; and the Lotus Tech engineering and manufacturing teams in Wuhan.

Already thousands of customers around the world have placed deposits to secure their Eletre. Three different versions of the car are available – Eletre, Eletre S and Eletre R – with the choice of two powertrains. Eletre and Eletre S feature the 450 kW / 603 hp single-speed version, with a maximum range of 600 km (373 miles). The Eletre R comes with the flagship 675 kW / 905 hp dual-speed system and a maximum range of 490 km (304 miles). Torque figures are 710 and 985 Nm respectively, delivering a 0-62 mph (0-100 km/h) performance of either 4.5 or 2.95 seconds. The 112 kWh battery for both versions has a charging time (10%-80%) of just 20 minutes using a rapid charger.

Lotus has announced more details of its advanced ‘digital cockpit’ cabin on the Eletre, including the name of the Operating System – Lotus Hyper OS. Lotus is using ‘Unreal Engine’ technology from the gaming industry, allowing the Lotus User Experience / User Interface (UX/UI) team to create next-generation real-time 3D content and experiences. The Eletre boasts state-of-the-art processing power which includes two Qualcomm 8155 System-On-Chips.

Lotus Hyper OS provides a seamless interactive experience that offers best-in-class performance in terms of visual effects and interactive feedback, putting the user – driver or passenger – in complete control.

A next-generation Digital Head Unit from global mobility tech company ECARX will debut on the Eletre. It reconfigures the user’s in-car experience by providing fully customisable displays, hosted on an advanced Driver Information Module (DIM), and ultra-slim floating one-billion-colour OLED touchscreen for more realistic graphics and a more futuristic visual effect.

The platform includes ECARX’s first dual-chip system to enable server-level computing power for rapid processing and smooth rendering. The resulting immersive multi-screen user experience can be continuously improved during the lifetime of the car via future Over-The-Air (OTA) updates.

Lotus has also revealed it is partnering with HERE Technologies to deliver integrated navigation services for the Eletre. The service includes EV Routing, EV Range Assistant and Predictive Routing, and can be updated via OTA updates.

Lotus also announced a new collaboration with Dolby, creator of the renowned immersive audio experience Dolby Atmos. Dolby Atmos is a new way to enjoy music that takes listening to new heights through unparalleled depth, precision and clarity. Together, Dolby Atmos and the Eletre’s KEF speaker system combine to elevate music listening to new levels. Driver and passengers will feel like they’re sitting in the middle of the recording studio alongside the artist. The Eletre is the world’s first car to combine Dolby Atmos and KEF Audio.

Matt Windle, Group Vice-President and Managing Director, Lotus Cars, commented: “Confirmation of the pricing and specs of the Lotus Eletre is a key moment in the transformation of Lotus through our Vision80 strategy. The launch of the Eletre is the natural next step for Lotus. Two-seater sports cars are not for everyone, and we want to offer a Lotus for every stage of your life. The Eletre is the start of that.”

In the UK the Eletre is priced from £89,500 (from €95,990 in Europe). The standard spec includes five drive modes, active air suspension, torque vectoring, matrix LED headlights, active front grille and 22-inch 10-spoke forged wheels.

The premium cabin takes Lotus interiors to an all-new level of desirability. As standard the Eletre comes with wireless smartphone charging, 12-way electrically adjustable front seats, four-zone automatic climate control and many other features. The ‘intelligent cockpit’ infotainment system, which includes Apple CarPlay / Android Auto and a 1,380-watt, 15-speaker KEF Premium Audio, is operated via a centrally mounted 15.1-inch full High-Definition OLED centre screen. All versions of the Eletre feature five seats as standard, with a four-seat version available as part of the Executive Seat Pack.

Also standard is the deployable LIDAR technology, a world-first in a production car which supports end-to-end autonomous driving (AD) technology. Integrated OTA software update capability ensures the system will be fully ready when individual market regulations allow for the more advanced levels of AD.

In the UK the Eletre rides on 22-inch wheels as standard, though 20-inch and 23-inch are available. There are five different wheel designs and six colours of brake caliper. At launch there are six exterior colours to choose from – Natron Red, Galloway Green, Stellar Black, Kaimu Grey, Blossom Grey and Solar Yellow. More will follow later.

Six unique interiors are available, all offering premium high-grade materials and detail choices. Sustainability has been at the heart of the development. For example, the Eletre is available with a state-of-the-art alternative to leather that is environmentally friendly, odour-free, and lasts longer than genuine leather. In addition, a new man-made fibre has been used in the carpets and boot liner. It is 100% recycled and 100% recyclable, and there is no waste in the production process.

The Eletre S costs £104,500 (from €120,990 in Europe). The enhanced specification includes numerous additional features such as privacy glass, active rear spoiler, configurable ambient lighting, illuminated side sills, soft door close, auto-dimming side mirrors and an air quality system. It also includes a 2,160-watt, 23-speaker KEF Reference Audio.

The flagship version is the Eletre R and is the world’s fastest dual-motor pure electric SUV. It has a top speed of 165 mph (265 km/h) and can accelerate from 0-62 mph (0-100 km/h) in just 2.95 seconds. Exclusive to the Eletre R is Track Mode. Compared with other versions, it provides a lowered ride height, and more performance-oriented settings for the dampers and anti-roll control. It delivers a higher level of dynamic performance at longitudinal and lateral limits for the most ambitious drivers. Track mode also includes a fully open active grille and a launch control with instant access to the car’s full power.

The standard specification of the Eletre R also includes Lotus Dynamic Handling Pack, Carbon Fibre Pack, gloss black wheels, stainless steel sports pedals, black badging and high-performance tyres. The Eletre R is priced £120,000 (from €150,990 in Europe).

All Eletre customers have further opportunities to customise and personalise their car to their requirements using option packs. Those available at launch include the Lotus Dynamic Handling Pack, Ceramic Brake Pack, Executive Seat Pack, Comfort Seat Pack, Carbon Fibre Pack, Extended Carbon Fibre Pack and Interior Carbon Fibre Pack. Many options from the packs are also available individually. Two Advanced Driver Assistance Systems (ADAS) Packs are also available – the Parking Pack and a Highway Assist Pack.

In the UK the Lotus Eletre will come with a five-year / 100,000-mile vehicle warranty, plus five years of pan-European roadside assistance.

**The Lotus Eletre in detail**

The Eletre is a new icon from Lotus. It is the latest in a long line of Lotus road cars whose name begins with the letter E, and means ‘Coming to Life’ in some Eastern European languages. It’s an appropriate link as the Eletre marks the start of a new chapter in the history of Lotus – the first accessible EV and the first SUV.

The immersive experience with the Lotus Eletre begins before the driver has reached the car. Pressing the button on the key or smartphone app activates a moment of theatre that’s unique in the automotive world. The car’s exterior lights run through a short sequence, the active front grille ‘breathes’ and the illuminated flush door handles deploy. The experience is repeated inside the car as the door closes behind the occupant.

Ben Payne, Head of Studio at LTCC, said: “This walk-up sequence is a ‘peacock moment’ – a little ‘showing-off’ that highlights the Eletre’s engaging personality. It’s a visual expression of a car coming to life, and a metaphor for the reinvention of the Lotus business and brand which begins with the Eletre.”

From the very earliest discussions about the car and its position at the heart of the Vision80-led transformation of Lotus, the Eletre was to be a showcase for how a Lotus can deliver performance-oriented driving thrills and refinement outside of the traditional sports car segments.

It is ‘Born British Raised Globally’ and that is more than a slogan. It has defined a rewarding collaborative process which has set the standard for the development and quality of the next generation of Lotus performance cars.

The fundamentals of what makes the Eletre a Lotus were established in Hethel, UK – the iconic home of Lotus since 1966. The global Lotus team worked together to deliver the strategic direction for the forthcoming range of Lotus lifestyle vehicles, plus the dynamic development, systems integration, aerodynamic optimisation and overall driver satisfaction of the Eletre.

A new Lotus research and development facility, established in China in 2020, utilises the market’s leading intelligent technologies and digital competencies to build the Eletre – and a new generation of electric high performance vehicles – at an all-new state-of-the-art manufacturing centre. Teams at Lotus Tech Innovation Centre (LTIC) in Raunheim, Germany, have assisted with component integration, durability testing, certification and homologation, with experts from the engineering team in Gothenburg, Sweden, working on the car’s EV management systems.

**Exterior design: daring and dramatic**

Design of the Lotus Eletre has been led by Ben Payne. His team has created a daring and dramatic new model with a cab-forward stance, long wheelbase and very short overhangs front and rear. Creative freedom comes from the absence of a petrol engine under the bonnet, while the short bonnet echoes the styling cues of Lotus’ iconic mid-engined layout. Overall, there’s a visual lightness to the car, creating the impression of a high-riding sports car rather than an SUV. The ‘carved by air’ design ethos which inspired the Evija and Emira is immediately obvious.

Ben commented: “The Eletre is a progressive all-electric performance vehicle embodying emotion, intelligence and prestige and, as the first of the brand’s lifestyle cars, it sets the standard for what will follow. We have taken the iconic design language of the Lotus sports car and successfully evolved it into an elegant and exotic Hyper-SUV.”

A signature element of the design is its ‘porosity’ – the aerodynamic principle of air flowing through the car as well as under, over and around it. Porosity was at the heart of the Evija’s design, is integral to the Emira, and has provided clear inspiration for the Eletre. It is most obvious where air is channelled under the leading edge of the car, emerging through two exit vents in the bonnet above. There are other examples of porosity ahead of and behind the front wheel arches, behind the rear wheels, and even at the top of the D-pillar. For the driver there are clear benefits to porosity – less resistance in cutting through the air, delivering a more efficient journey in terms of improved vehicle range, speed and performance.

At the front of the Eletre, the very sharp and crisp leading edge reveals a clear lineage with the Emira and Evija. It draws a distinct line across the very striking and contemporary design treatment below. There are further echoes of Evija in the layering of the surfaces, the creation of space and the optimised aerodynamic performance.

Just above the leading edge are the very slim and technical light clusters which house the Daytime Running Lights and scrolling directional indicators. The main lamps, which are available with matrix technology to permit constant high beam use without affecting oncoming traffic, are housed below, recessed and partially hidden.

Lower down is the Eletre’s active front grille, a network of interconnecting triangular petals that dominate the central section. Intricately designed, they remain closed when the car is at rest or when there’s a need to reduce drag during driving. They open in a distinctive pattern to feed air into the radiator, allowing the Eletre to ‘breathe’ when cooling of the electric motors, battery pack and front brakes is required. It’s a further example of the car’s porosity and also offers aerodynamic benefits.

Overall there is a unique sense of flow and a kinetic quality to the Eletre’s front end, which also includes a deployable LIDAR sensor mounted at the top of the windscreen. All the black components are finished in carbon fibre while the body panels are aluminium. It is the bold leading edge of the Eletre’s bonnet which continues round into the front wing, wheel arch and ultimately the length of the vehicle as a feature line. The car’s taut and muscular lines are dominant above it, while the aerodynamic elements are below.

Moving round the car, its muscular haunches dominate the profile view. The air outlet immediately behind the front wheels defines the sculpted shape of the doors, each of which has a flush handle. The electrically opening cover for the charging port is fitted in the front wing, as are the deployable LIDAR sensors, one on each side and a world-first technology for the Eletre.

The aggressive rake of the windscreen is clearly visible in profile, with a relatively narrow, glass area – and black cantrail above – which tapers away dramatically at the rear. That leads into a unique floating D-pillar, engraved with the Eletre wordmark and featuring an innovative ‘air blade’ which aids drag reduction. Another example of porosity, it’s an aerodynamic performance enhancement taken directly from the front bumper of the Emira.

Each door mirror is replaced by an Electric Reverse Mirror Display (ERMD), which houses three different cameras1 – one for the rear-view mirror, a second to help create a 360-degree view of the car from above to aid parking, and a third that’s part of the intelligent driving technologies. It works in tandem with the Eletre’s LIDAR system to deliver autonomous driving capability. The car rides on 23-inch machine-cut split-finish five-spoke alloys with carbon fibre inserts to aid air flow and ceramic composite 10-piston caliper brakes2.

Moving to the rear, the full-width ribbon light strip picks up the feature line from the profile. Situated just above the Lotus wordmark, it is red when the car is moving and includes a scrolling directional indicator at each end, where it curves gently into the air outlets from the wheel arches – another design cue which echoes both the Emira and Evija. The light can appear in four colours, playing a role in the car’s theatrical unlocking sequence and indicating battery charge status.

The rear is dominated by the unique cantilevered carbon fibre ‘floating’ split roof spoiler, a motorsport-inspired design feature that evokes race car winglets. With the central section removed weight is saved – a very Lotus concept – and allows the LIDAR sensor to be integrated at the top of the glass. Optimised for exceptional aerodynamics, the roof spoiler channels airflow down the glass and into the active tailgate spoiler which is deployed automatically at speed. It has three distinct deployment angles, depending on the drive mode selected.

**Interior design: a new level of premium for Lotus**

The Eletre takes Lotus interiors to an unprecedented new level. The performance-oriented and technical design is visually lightweight, using ultra-premium materials to deliver an exceptional customer experience. Shown with four individual seats, this is available to customers alongside the more traditional five-seat layout. Above, a fixed panoramic glass sunroof3 adds to the bright and spacious feeling inside.

The driver-focused cockpit and high centre console are inspired by the Lotus Emira and Evija, creating a cossetted feeling. The layering of materials and textures creates a truly premium feel, augmented by a triangular theme – seen externally on the car’s active front grille – replicated in multiple locations around the cabin.

The Lotus philosophy of light-weighting – removing material if it’s not needed – is clearly illustrated in the instrument panel. The floating wing’s central section has been taken out, echoing the design of the rear spoiler.

There is a wealth of practical storage space in the Eletre’s cabin. The centre console includes a storage tray with wireless charging for mobile phones, as well as twin cupholders of different sizes which sit flush to the surface until they’re needed. The beautifully sculpted door design includes storage that will take a litre bottle.

The smart design is continued in the rear of the car, with space in the doors and between the two chairs. There is a central draw at knee height and the armrest splits behind the two cupholders. It ends in an angled nine-inch touch-screen for infotainment, with a wireless charging tray beneath.

**Infotainment and technology: a world-class digital experience**

The infotainment experience in the Eletre sets new standards in the automotive world, with pioneering and innovative use of intelligent technologies. The result is an intuitive and seamless connected experience. It is a collaboration between the design team in Warwickshire and the Lotus team in China, who have huge experience in the fields of User Interface (UI) and User Experience (UX).

Below the instrument panel a blade of light runs across the cabin, sitting in a ribbed channel that widens at each end to create the air vents. While it appears to be floating, the light is more than decorative and forms part of the human machine interface (HMI). It changes colour to communicate with occupants, for example, if a phone call is received, if the cabin temperature is changed, or to reflect the vehicle’s battery charge status.

Below the light is a ‘ribbon of technology’ which provides the front seat occupants with information. Ahead of the driver the traditional instrument cluster binnacle has been reduced to a slim strip less than 30mm high to communicate key vehicle and journey information. It’s repeated on the passenger side, where different information can be displayed, for example, music selection or nearby points of interest. Between the two is the latest in OLED touch-screen technology, a 15.1-inch landscape interface which provides access to the car’s advanced infotainment system. It automatically folds flat when not required. Information can also be displayed to the driver via a head-up display featuring augmented reality (AR) technology, which is standard equipment on the car.

While every element of the Eletre can be controlled digitally, certain key controls are duplicated with analogue switches – another nod to the simplicity for which Lotus is famed. Voice control through advanced speech recognition technology is also available.

The technical look, compact size and premium feel of the steering wheel delivers maximum comfort, performance and usability. Visually lightweight, it houses switchgear for the adaptive cruise control and infotainment system. Both it and the driver’s seat move back to create more space for ingress and egress, returning to the pre-set position as the door is closed.

The standard audio system on the car is provided by renowned British brand KEF. Called KEF Premium, it is a 1,380-watt 15-speaker set-up with Uni-QTM and surround sound technology. Uni-Q dispenses with separated tweeter and mid-range speakers, instead combining both into an acoustically idealised single unit. It covers the entire mid and high-frequency sound spectrum from a single point in space, delivering a more coherent, hyper-realistic sound experience.

Customers can upgrade to KEF Reference, a 2,160-watt 23-speaker system with Uni-Q and 3D surround sound technology. KEF Reference also features Uni-CoreTM, a pioneering new approach to speaker and subwoofer design, and the Eletre marks its debut in the automotive world. It uses two dual force-cancelling drivers with concentrically arranged and overlapping voice coils, driven by a single motor. This enables high-level performance while reducing the subwoofer or speaker volume significantly. Both KEF Premium and KEF Reference feature partially exposed speakers in the doors, a very technical execution and beautiful design feature.

At the core of the Eletre’s UI/UX is the Lotus attribute of simplicity, which is realised through three pillars. The first is ‘lightweight’, a name given to both the system components and the experience. For example, with three touches of the main screen users can access 95% of the car’s functionality. The second pillar of ‘intelligence’ means the system is versatile, creating a vehicle which is fully customisable through the settings menu. The final pillar is ‘immersive’, with carefully crafted and curated content and interactions that excite and engage occupants – a very Lotus attribute. This includes the on-screen three-dimensional world in which the car is viewed, showcasing the Eletre as the hero and adopting user experiences from the worlds of gaming and mobile technology.

Technology is used for much more than infotainment on the Eletre. It is also at the heart of the car’s comprehensive suite of intelligent Advanced Driver Assistance Systems (ADAS), many of which are designed to be futureproof so new features can be enabled via Over The Air (OTA) updates. Several utilise the LIDAR system; its deployable sensors are hidden when not required, ensuring the car’s striking design shines through and only emerging from the top of the windscreen, the top of the rear glass, and from the front wheel arches as required.

The LIDAR system means the Eletre supports end-to-end autonomous driving technology and is future-proofed for further development, achievable because of the hardware that’s already integrated. Further capability can be added via OTA software updates, as and when it is allowed by local market regulation.

Maximilian Szwaj, Vice President of Lotus Technology and Managing Director, LTIC, commented: “The Eletre is packed with relevant technologies which take Lotus to a new level in the premium lifestyle segment, and also sets new standards across the global automotive landscape. ADAS technologies such as LIDAR sensors and cameras will become increasingly common on new cars as we move into a more autonomous era, and to have the world’s first deployable LIDAR system on the Eletre is a signal of the technology vision we have for Lotus. This car has tech for today, and also for tomorrow, as it’s been developed to accept OTA updates as standard. I’m hugely proud of what the LTIC team, working in close collaboration with colleagues in China, has achieved.”

The Eletre is available with Intelligent Adaptive Cruise Control (ACC); Collision Mitigation Support Front (CMSF); Traffic Sign Information (TSI); Door Open Warning (DOW); Rear Cross Traffic Alert (RCTA); Front Cross Traffic Alert (FCTA); Lane Change Assist (LCA); Children Presence Detection (CPD); Lane Keep Aid with Lane Departure Warning / Prevention (LKA+); Parking Emergency Brake (PEB); Collision Mitigation Support Rear (CMSR); and Emergency Rescue Call (E-Call). There are i-Size child seat anchor points on the outboard rear seats.

The latest connectivity technology, including 5G compatibility, is part of the Eletre package. This enables continuous connection to the car via smartphone app, OTA software updates and the ability for customers to purchase new features enabled via software as they become available. A smartphone app for Eletre owners will include access to driving logs, vehicle and charge status, remote features, location services and a host of other functionality.

**A dedicated all-new EV platform delivering outstanding performance**

Gavan Kershaw, Director, Attributes and Product Integrity, Lotus, has been involved in defining the attributes of the Eletre from the very start, and continues to lead the Hethel-based dynamics team in their collaborative work with colleagues in China, Sweden and Germany.

He said: “Dynamically, the Eletre has been developed to deliver everything you would expect from a Lotus – outstanding ride and handling, highly communicative steering and exceptional driver engagement. From a performance perspective, we know the world is watching so there has been an obsession with getting everything just right. Everyone is delighted with it – it’s a world-class product and a true Lotus.”

The Eletre is built on an all-new 800v dedicated electric vehicle architecture with integrated, high-voltage power distribution system. This architecture uses aluminium and high tensile steel for optimum structural rigidity. The flat ‘skateboard-style’ battery pack and electric motors are close to the ground to create a low centre of gravity and deliver on the core Lotus commitment of outstanding dynamic performance. The high energy density of the battery pack provides the best possible balance of performance and driving range. There are two electric motors, one driving the front wheels and another driving the rear wheels. A three-in-one electric drive system integrates each motor with a controller and reducer, an efficient design which makes the unit smaller and lighter – a very Lotus solution.

Every Eletre comes with exceptional dynamics, outstanding comfort and true Lotus performance. The car has five-link suspension at the rear for optimised ride and handling, while standard equipment includes air suspension and Continuous Damping Control (CDC). Active ride height, active rear axle steering, an active anti-roll bar and torque vectoring via braking are all available.

The car comes with four drive modes, which adjust the steering, damper settings, powertrain and accelerator pedal response. The modes are Range, Tour, Sport, Off-Road and Individual, and are standard on all versions of the car.

**Lotus Eletre: Technical Specification**

**Power and performance:**

|  |  |  |  |
| --- | --- | --- | --- |
|  | Eletre | Eletre S | Eletre R |
| Max power (kW / hp) | 450 / 603 | 450 / 603 | 675 / 905 |
| Max torque (Nm) | 710 | 710 | 985 |
| Top speed (mph / km/h) | 160 / 258 | 160 / 258 | 165 / 265 |
| 0-62 mph / 0-100 km/h (secs) | 4.5 | 4.5 | 2.95 |
| 80-120 km/h (secs) | < 2.2 | < 2.2 | < 1.9 |
| Battery capacity (kWh) | 112 | 112 | 112 |
| Charging time 10%-80% (mins) via rapid charger | 20 | 20 | 20 |
| WLTP maximum range (km / miles) | 600 / 373\* | 600 / 373 \* | 490 / 304 |

\* Using 20-inch wheel, available as a no-cost option in the UK

**Dimensions (mm):**

|  |  |
| --- | --- |
| Length | 5,103 |
| Width with Electric Reverse Mirror Displays | 2,135 |
| Width with door mirrors | 2,231 |
| Height | 1,630 (20-inch wheel)  1,636 (22/23-inch wheel) |
| Wheelbase | 3,019 |
| Ground clearance | 187 (20-inch wheel)  194 (22/23-inch wheel) |
| Boot capacity | 611 litres (four seats)  688 litres (five seats) |
| Boot capacity (five-seater, rear seats folded) | 1,532 litres |

**Notes to Editors**

1 – Eletre is fitted with standard mirrors in markets where local regulations do not allow ERMD

2 – 23-inch wheels and ceramic brakes are optional in all markets

3 – Panoramic glass sunroof is optional in markets outside China

**Notes to Editors**

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The **[Lotus Media Site](https://media.lotuscars.com)** – contains news, images, specifications and full details of current models, as well as heritage cars and engineering technology.

For the latest news and information from the Lotus PR Team please follow:

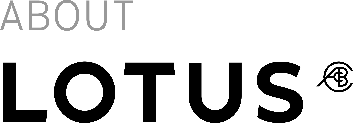
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**Lotus Cars** is based in Hethel, Norfolk, UK, and is the global HQ for sports car and hypercar manufacturing operations, the Lotus Advanced Performance Centre and the iconic 2.2-mile test track. Lotus Cars builds world-class high-performance cars, born out of legendary success on the racetrack including 13 FIA Formula 1 world titles and many other championship honours. In July 2021 Lotus unveiled the all-new Lotus Emira, its last petrol-powered sports car and best-of-breed, and in July 2019 it launched the Evija, the world’s first all-electric British hypercar. Customer deliveries of both cars will begin during 2022.

**Lotus Engineering** provides comprehensive consultancy services to many of the world's OEMs and Tier 1 suppliers. It is internationally recognised for its long-standing contribution to ground-breaking engineering and innovative vehicle development. Its expertise extends beyond automotive; in August 2021 a Lotus Engineering-developed track bike helped Team GB’s cyclists win seven medals, including three golds, at the Tokyo Olympics. An international consultancy with offices around the world, Lotus Engineering is headquartered at the Lotus Advanced Technology Centre on the University of Warwick’s Wellesbourne Campus in the UK.

**Lotus Tech** is an affiliate company of Group Lotus, established as part of the Vision80 strategy established in 2018. With operation assets across PRC, UK, and EU, Lotus Tech is dedicated to delivering smart lifestyle battery electric vehicles (BEVs). Lotus Tech is focused on R&D in next-generation automobility technologies such as electrification, digitalisation, intellectualisation and more. In addition to the Lotus Eletre, Lotus Tech plans to launch further BEV models including an E-segment sedan (Type 133) and a D-segment SUV (Type 134) in the next 3-5 years.

**Group Lotus** is either the parent company of, or affiliated with, the above. In 2017, Geely Holding Group, one of the fastest growing automotive groups in the world, acquired 51% stake of Group Lotus.