



**Communications Motorsport**

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## **Audi headed for the future with Formula E and DTM**

- **Brand confirms factory commitments in Formula E and DTM top-caliber series**
- **Fans to see fully electric motorsport and popular touring car races**
- **Board Member for Technical Development Mertens: Increased reference to production development**

**Neuburg a. d. Donau, August 29, 2018 – In 2019, Audi will continue to compete with electric power in motorsport. At the same time, the manufacturer will prolong its factory-backed commitment in the popular DTM touring car series.**

In the 2017/2018 season, Audi was the first German automobile manufacturer on the Formula E grid. Having scored four victories and a total of eleven podiums after twelve races around the globe, Audi Sport ABT Schaeffler claimed the teams' championship. The commitment in the fully electric racing series that is currently experiencing a boom with the participation of other manufacturers and partners forms the electric pillar of the brand's motorsport involvement.

Furthermore, Audi will continue to be active in the DTM and gripping motorsport with internal combustion engines in the future. Next year, the DTM will see one of the most radical changes in its more than 30-year-history: In 2019, modern four-cylinder turbo engines will be introduced. In addition, the so-called "Class One" being driven by the DTM and the Japanese Super GT will make its debut. The new regulations will make it possible to field the cars in both championships. It provides the basis for the joint races to be held for the first time starting in 2019 and increased internationalization. Following Mercedes-Benz' exit, a minimum of three brands being represented from 2020 on at the latest will be the prerequisite for Audi's continuing DTM commitment.

"In Formula E, we're demonstrating Vorsprung durch Technik in e-mobility," says Peter Mertens, Member of the Board of Management, Technical Development, AUDI AG. "At the same time, we continue to further develop our internal combustion engines. Four-cylinder turbo units with two liters of displacement provide a good mix of performance and efficiency. They are the most important engines worldwide and will be used in Class One starting in 2019. As a result, the DTM – just like Formula E – will receive an increased reference to production development."

Head of Audi Motorsport Dieter Gass: "I'm convinced that we're well positioned with our two commitments. On winning the teams' championship in Formula E immediately in our first year, we proved our expertise in e-mobility. Obviously, we intend to live up to this success and prevail



against the numerous new competitors. In the DTM, thanks to forward-thinking technologies like the new turbo engines, we continue to see major potential. Concerning the third manufacturer this will require, I have great confidence in DTM boss Gerhard Berger bringing this competitor to the grid for 2020 at the latest.”

– End –

The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 16 locations in twelve countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2017, the Audi Group delivered to customers about 1.878 million automobiles of the Audi brand, 3,815 sports cars of the Lamborghini brand and 55,900 motorcycles of the Ducati brand. In the 2017 fiscal year, AUDI AG achieved total revenue of €60.1 billion and an operating profit of €5.1 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.