

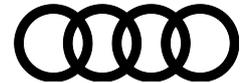
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September 2017

MOTORSPORT INFORMATION

Audi in Formula E 2017/2018

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e-tron

Heading for the future on electric power

Progress feels electric: Audi commits to electric mobility – at the end of 2017 on the race track with a factory-backed team of its own in Formula E, and from 2018 onward with the e-tron and numerous other production models on the road.

Audi has a clear vision for the future. As early as by 2025, one in three Audi cars delivered is planned to be an electric vehicle. Even before this date, the portfolio of the brand with the four rings will include more than 20 electric and plug-in hybrid vehicles – spread across all segments and all models.

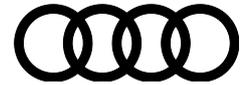
Motorsport, once again, is assuming a pioneering role in this context. For nearly 40 years, Audi has been active in motorsport on the highest level in order to test new technologies for production. quattro, TFSI, TDI and hybrid are now followed by e-tron. The Audi e-tron FE04 is the group's first fully electric race car.

“With our involvement in Formula E, we are also showing in motorsport what the transformation from an automobile manufacturer to a forward-thinking mobility provider looks like,” says Rupert Stadler, Chairman of the Board of Management of AUDI AG. “With our concept of sporty electric mobility we demonstrate Vorsprung durch Technik and show how much fun a driver will have in an electric automobile.”

The first vehicle to be launched in 2018 will be the sporty Audi e-tron SUV, enabling a range of more than 500 kilometers. It will be followed in 2019 by a four-door grand tourer. In 2020, Audi will be extending its electric offering by a compact model. From 2021 on, all the core model ranges are planned to be electrified, including mild hybrid technology. Including the planned volume growth, a third of all Audi models will be electrified in 2025 – either fully electric or with a plug-in hybrid.

Since as far back as the late 1980s, Audi has been developing models with fully electric or hybrid drive. An initial production automobile available with a combination of an internal combustion engine and an electric motor was the Audi duo with the body of an Audi A4 Avant in 1997. A technological milestone for electric cars was marked by the Audi R8 e-tron, unveiled at the IAA in 2009 and in 2012, on setting a record lap, it was the fastest electric automobile on the Nordschleife of the Nürburgring.

Since 2014, Audi has been offering its first plug-in hybrid, the 150 kW (204 hp) Audi A3 e-tron. 2016 saw the debut of the Audi Q7 e-tron – powered by a combination of a

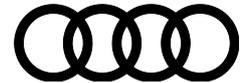


3.0 TDI engine and an electric motor with combined output of 275 kW (373 hp) and torque of 700 Nm. In all-electric mode, it achieves a range of up to 56 kilometers producing zero local emissions. It is the world's first plug-in hybrid with a V6 diesel engine and quattro drive. In addition, the A6 is produced and offered in a hybrid version on the Chinese market.

The combination of a TDI engine and electrified drive was successful in motorsport as well. Audi was the first manufacturer to win the 24 Hours of Le Mans with the R18 LMP1 sports car and the FIA World Endurance Championship (WEC) with hybrid drive.

As the first German automobile manufacturer to do so, Audi is now racing in Formula E as well. With electrification in motorsport and production, Audi is consistently pursuing the path into the electric future.

The four-door design vision Audi Aicon provides a glimpse of the decade after next. The brand with the four rings unveiled a fully automated Audi of the future at the 2017 IAA. In a visionary way, the technology showpiece combines innovations in the areas of the powertrain and chassis, digitalization and sustainability. The Aicon is designed for all-electric operation and is supposed to be able to cover distances between 700 and 800 kilometers on a single battery charge.



Audi in Formula E 2017/2018

An emotional experience of electric mobility

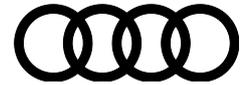
Audi is the first German automobile manufacturer to race in Formula E. The brand with the four rings is taking ABT Sportsline's slot on the FE grid in the 2017/2018 season. The Allgäu-based team has been successfully present in Formula E ever since the inception of the electric racing series and in the future will be taking care of the e-tron race cars as the fielding team. Competing for Audi will be youngster Daniel Abt (Germany) and title defender Lucas di Grassi (Brazil).

Audi has been giving its name to the team since Formula E's inaugural season in 2014 and in the Brazilian Lucas di Grassi previously providing one of its factory drivers. In addition, the Allgäu-based team used the infrastructure of the Competence Center Motorsport in Neuburg. For the 2016/2017 season, Audi intensified the partnership in the form of financial and technical support. Now, on taking over ABT Sportsline's entry slot, the final step has been made toward a full-fledged factory-backed commitment – under the team name of Audi Sport ABT Schaeffler.

“We've increasingly intensified our support of the Formula E project in recent months – on the race days, in the development of the new powertrain and in numerous off-track activities as well,” says Peter Mertens, Member of the Board of Management, Technical Development, AUDI AG. “We are the first German automobile manufacturer to be actively involved in this racing series. This is also a clear commitment of our brand to electric mobility: on the race track as of December and next year on the road as well with the new Audi e-tron.”

The fourth Formula E season kicks off in Hong Kong on December 2 and will subsequently take the campaign to South and North America, Africa as well as to the European metropolises of Berlin, Paris, Rome and Zurich. “Formula E delivers spectacular motorsport in the hearts of fascinating cities and is a tremendous stage to present electric mobility and motorsport in their most emotive forms,” says Head of Audi Motorsport Dieter Gass. “We experienced an extremely exciting 2016/2017 season in which Lucas di Grassi clinched the title. I'm happy that now everything has been put on track for a successful future and that in the Audi e-tron FE04 we're putting our first fully electric race car on the grid.”

“We're proud that as one of the founding members we've added a chapter to motorsport's history books,” says Hans-Jürgen Abt. “Within the space of just a few years, Formula E has seen such a strong development that a team can no longer be

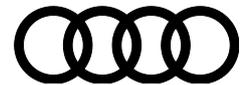


competitive without the backing of an automobile manufacturer. That's why we're gladly handing over the reins to Audi – a partner we've been successfully cooperating with in motorsport and routine business for many decades. There's no doubt in my mind that we're going to continue this success story in Formula E as well.”

Together with official technology partner Schaeffler Audi has developed a new powertrain that will be fielded in the Audi e-tron FE04 in the 2017/2018 season. “We've already successfully completed initial tests with the new components,” says Dieter Gass. At the moment, the freedom in Formula E granted to all manufacturers is limited to the motor, transmission, the respective suspension components and to software. “The competitiveness in Formula E between manufacturers, teams and drivers is enormous. That makes details in the development all the more crucial,” says Gass.

“In Formula E, we're able to explore extremes,” says Prof. Peter Gutzmer, Deputy CEO and Chief Technology Officer of Schaeffler AG. “At Schaeffler, we have and keep gathering a wealth of know-how in the combination and interaction of units: in Formula E between the electric motor and the transmission. Plus, motorsport means emotion – and that's what we need in electric mobility too.”

Alejandro Agag, CEO of Formula E says: “We are delighted that Audi is now officially joining the FIA Formula E Championship. The brand has a long and successful heritage within motorsport and continues to excite with its spirit and innovative approach both on and off the track. In only three seasons, Formula E has picked up great momentum and I am sure that Audi will play an important role in the future of the series, and the electric revolution. Audi Sport ABT Schaeffler start their campaign with Lucas di Grassi as Formula E's reigning champion and will be one of the teams to pay attention to in the upcoming season.”



Interview with Head of Audi Motorsport Dieter Gass

“Enthusiasm was sparked quickly”

Head of Audi Motorsport Dieter Gass about Audi entering Formula E.

Why is Audi entering Formula E with a factory-backed commitment as of Season 4?

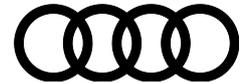
Audi has always been active in motorsport in order to test new technologies for production or to continue to develop them. quattro drive that made Audi world-famous in the 1980s is the best example of this. The TFSI engine which today can be found in nearly all Audi model ranges was successful on the race track in the Le Mans prototype before it went into production. The TDI, not least thanks to Le Mans, became increasingly efficient and powerful. Lightweight design, LED taillights, matrix LED headlights and many other innovations had to prove their viability on the race track as well. Audi was the first manufacturer to have won the 24 Hours of Le Mans with hybrid drive. Now the subject is e-tron, which is becoming increasingly important at Audi. It's only logical that electric mobility is reflected in our motorsport program as well and that we're the first German automobile manufacturer to race in Formula E with a factory-backed commitment. The series currently provides the best stage for showcasing the performance of electric cars and for evoking emotions.

Since when has Audi been thinking about Formula E?

Audi started thinking about how motorsport might be possible with electric vehicles many years ago. Now Formula E, with a view toward manufacturer participation, is the fastest-growing racing series in the world and, not least thanks to our long-standing DTM partner ABT, we've also had a foot in its door from day one. Lucas di Grassi, who was racing for us in the WEC, was involved in the development of the racing series within the Formula E organization. So, we were always up to speed and the potential of Formula E soon became evident.

Audi, ABT and Schaeffler have previously been partners in Formula E. What will change as a result of the factory-backed commitment?

The distribution of roles can be compared to the one in the DTM in which ABT has been one of our fielding teams since 2004. Our part in the cooperation with our technology partner Schaeffler is the development and testing of the Formula E race car. We already provided technical support to the team in some areas last season while simultaneously developing the powertrain for Season 4. And, obviously, we've assumed responsibility for the racing activities at the venues as well.



Formula E enjoys great popularity with the manufacturers. How high is the risk that costs will soon be getting out of hand?

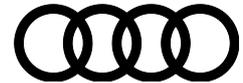
Obviously, strong competition always poses a risk that this may happen. But the FIA and the Formula E organizers are very conscious of this risk and relying on a ten-year plan that to date has been creating very effective cost limits. Naturally, this is a balancing act. It's necessary to find the right balance so that the Formula E product can continue to develop and remain permanently attractive to the manufacturers. At the same time, it has to remain affordable. Alejandro Agag and his team have been doing a very good job in this respect to date as well.

What are the differences between the Audi e-tron FE04 and the predecessor model in which Lucas di Grassi won the 2016/2017 champion's title?

Obviously, it's not just the new name and the progressive livery. We have developed a completely new powertrain together with our technology partner Schaeffler. You can immediately tell this by looking at the new carbon housing of the powertrain. The car also sounds different because we're pursuing new avenues in terms of technology. But we'd still like to keep the details under wraps at this early stage because our competitors – just like us – are already working on the powertrain for Season 5. Just so much: the e-tron FE04 only has one forward gear.

Many motorsport fans tend to view Formula E critically. How are you planning to win over the skeptics?

I'm not sure if we even want or have to do that. After all, we're not cancelling "classic" motorsport at Audi in favor of Formula E. We want to stay involved in racing series like the DTM because, after all, internal combustion engines and hybrid powertrains will continue to exist in production models for the foreseeable future. At the same time, the proportion of electric vehicles which in the first step are particularly attractive for our customers in conurbations is growing. We reach those with Formula E races being held in metropolises like Hong Kong, Paris, São Paulo, New York or Montreal. There, people who otherwise would probably never get in touch with motorsport are at the race tracks. The way I see it, Formula E is not in competition with existing racing series. It is a complement that develops new target groups for motorsport. And I can only recommend to all skeptics to visit a Formula E event themselves. Spectators with an interest in technology and an open mind for innovations find an incredible offering at the E-Village, plus, Formula E delivers really great racing. I personally grew up with internal combustion engines and first had to get used to races with electric vehicles. But my enthusiasm was sparked quickly.



Daniel Abt (Audi e-tron FE04 #66)

The youngster with big aims

In spite of his age of just 24 years, Daniel Abt has gathered experience in nearly all single-seater racing categories below Formula 1. In Formula E, he has been on the grid from the outset and has contested every single race held to date. For the fans, the German is one of the crowd-pleasers in the paddock.

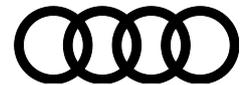
An autograph here, a selfie there and always time for a brief chat with the fans – Daniel Abt lives and loves Formula E. Since the racing series' debut in September 2014, the German has been forming a team with Lucas di Grassi and due to his approachable nature is one of the most popular drivers in the paddock. "I like the special spirit in Formula E – not only among the teams but also among us race drivers and the fans around the world. That's unique."

Daniel Abt knows what he is talking about. Although, having been born in 1992, he is among the youngest campaigners in the Formula E field, but his biography already reflects an equally long and successful career. After several years in kart racing, Abt, in 2009, clinches the title in the ADAC Formel Masters in just his second "real" motorsport season and finishes the German ATS Formula 3 Cup as the runner-up the following year.

This is followed by the Formula 3 Euro Series and, in 2012, the GP3 Series held as part of the Formula 1 supporting program. Here Abt battles for the title up until the last weekend and ultimately becomes vice-champion. Subsequently, Abt competes in individual races of the high-horsepower Formula Renault 3.5 and afterwards races two seasons in GP2, a series directly below Formula 1. A class victory clinched at Le Mans in 2015 with the ceremony on the famous podium in front of 200,000 fans has been the highlight to date in his career aside from single-seater racing. In GT racing as well, Abt gathers initial experiences in the ADAC GT Masters with Bentley.

In Formula E, Daniel Abt has felt at home from the first minute, although he admits: "When I heard about the idea for the first time I was a bit skeptical – like, I'm sure, many others. But for me, racing in the middle of cities, the fierce competition and the work in this team is great fun. Formula E for me came at exactly the right time in my career."

Abt is not the only one whose skepticism has been transformed into enthusiasm: "Many fellow drivers who used to smile at the series would now love to race in Formula E."

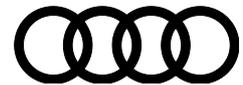


On the race track, Daniel Abt clearly makes his mark in the first three seasons. Four times he celebrates on podium, is on pole position once and posts two fastest race laps. In the third season, he is just narrowly defeated by teammate and Formula E Champion Lucas di Grassi in their qualifying duel, the “score” being 5–7. Daniel Abt can quickly answer the question about his personal highlight in Formula E: second place on home soil in Berlin in the second season when he mounts the podium in front of di Grassi.

Fall of 2017 marks the beginning of a new chapter in Daniel Abt’s career: For the first time, he is officially an Audi factory driver. His aims, accordingly, are ambitious. “I hope that I’ve worked off my misfortune in racing by now and am wishing for a smooth season without any technical incidents. I’m sure that in that case the results will come too. When you’re driving in the team of the champion, podium places, victories and the title race have to be the benchmark.”

When he’s not sitting in the cockpit or discussing the next steps with his mechanics and engineers Daniel Abt can often be seen in the paddock with a camera in his hands. Shooting footage for his YouTube channel has become more than a hobby by now. Half a million views of a video are no longer uncommon. Abt not only takes the fans behind the scenes of Formula E but also presents the innovations of the ABT Sportsline family business.

Even though Formula E takes him around the world and he enjoys the cultures of foreign countries Daniel Abt always looks forward to returning to his native Allgäu. There, in Kempten, the big fan of the United States lives together with Nadine, his girlfriend of many years. Aside from motorsport, family and friends are the most important things for the youngster.



Biography

Daniel Abt (D)

Date of birth: December 3, 1992

Place of birth: Kempten (D)

Residence: Kempten (D)

Marital status: single

Height/Weight: 1.79 m/72 kg

Motorsport debut: 2001

Sporting career

2001–2007 Karting

2008 8th ADAC Formula Masters

2009 1st ADAC Formula Masters

2010 2nd ATS Formula 3 Cup

2011 7th Formula 3 Euro Series, 4th FIA Formula 3 International Trophy

2012 2nd GP3 Series, 12th ATS Formula 3 Cup, Formula Renault 3.5

2013 22nd GP2 Series

2014 16th GP2 Series

2015 11th FIA Formula E, FIA World Endurance Championship (WEC), 1 victory LMP1 privateer teams

2016 7th FIA Formula E, ADAC GT Masters

2017 8th FIA Formula E

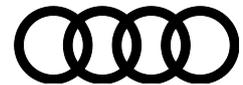
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Lucas di Grassi (Audi e-tron FE04 #1)

The number one

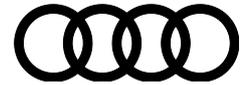
For the first time in his career, Lucas di Grassi enters a motorsport season in car number “1.” The reigning Formula E Champion is one of the co-founders and first ambassadors of the all-electric racing series and, on clinching the title at the end of July, has made a dream of his come true – but the South American is not about to rest on these laurels.

On July 30, 2017 at 4.58 PM local time, the mission is completed: seventh place in the last race of the third season means he has achieved his triumph. He is the new Formula E Champion. The Brazilian, who has been living in Monaco with his wife, Bianca, for many years, has come full circle. Long before the first cars hit the tracks, di Grassi assists Alejandro Agag, the CEO of the series, and his deputy, Alberto Longo, in designing and developing the concept of Formula E and has been one of its most prominent ambassadors ever since.

Now, di Grassi is entering his fourth season as the title defender, as the number on his car clearly shows. “In my karting days, I often had number eleven, which also matches my birthday, and ‘eight’ in the sports car. Now I’m looking forward to ‘one’ – it shows that we’ve achieved an exceptional feat,” says di Grassi who, nonetheless, knows full well that: “Yesterday’s trophies don’t win any of tomorrow’s races. We’re all starting again with zero points and may be seeing the hardest-fought Formula E season to date.”

Hard work is something di Grassi is used to because his career as a race driver was by no means predestined. “I don’t come from a motorsport family, but my uncle had a kart store in Interlagos – so I often spent time there and drove around,” relates di Grassi. Various single-seater categories follow, as well as victory in the Macau Grand Prix in 2005, the “vice-championship” win in the GP2 series and in 2010 even a season in Formula 1. In 2012, Lucas di Grassi becomes an Audi factory driver and mounts the podium three times in the famous 24 Hours of Le Mans alone.

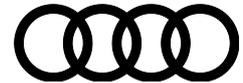
Lucas di Grassi has gone down in the history of the still young Formula E championship: In September 2014, he wins the first race ever in Beijing. After three seasons, he can look back on 20 podium finishes – a record number in the field. After finishing third overall in the first year and runner-up in the second year, the title follows in the 2016/2017 season. Each time, the championship is only decided in the very last race of the season.



Outside the cockpit, Lucas di Grassi enjoys high recognition in the paddock: with the media as an authentic partner in interviews who rarely minces his words, with the fans because he fulfills nearly every wish for a photo or an autograph. And, not least, with the engineers of his team because he not only delivers strong racing results, but with his experience and precise statements, drives the development of the race car as well.

A passion for technology and innovations also determines Lucas di Grassi's personal life. He is enthusiastic about all types of technical gadgets, develops electric bicycles with a start-up business in Brazil and, since September 2017, has been CEO of Roborace – a company that aims to advance automated driving with an unmanned car and is also part of the supporting program of Formula E.

Following the title win, another dream of Lucas di Grassi's is coming true in 2018: Formula E will race in his native São Paulo. "I've been wishing for this from the very first minute and given all my support to us being able to race there," he says. The circuit will run through the same grandstand-lined streets the carnival marches on as well. There's just one problem at his home round that Lucas di Grassi is already aware of now and mentions with a smile: "If I want to have my whole family and all my friends there, I'll probably have to set up my own E-Motion Club ..."



Biography

Lucas di Grassi (BR)

Date of birth: August 11, 1984

Place of birth: São Paulo (BR)

Residence: Monaco (MC)

Marital status: married

Height/Weight: 1.80 m/75 kg

Motorsport debut: 1997 (Audi driver since 2012)

Sporting career

1997–2001 Kart, Pan American Kart Champion (2000)

2002 2nd Brazilian Formula Renault Championship

2003 2nd South American Formula 3 Championship

2004 British Formula 3 Championship, 3rd GP Macau, Formula 3 Masters

2005 1st GP Macau, 3rd Formula 3 Euro Series, 3rd Formula 3 Masters, Formula 1 test

2006 GP2 Series, Formula 1 test

2007 2nd GP2 Series, Formula 1 test driver

2008 3rd GP2 Series, Formula 1 reserve driver

2009 3rd GP2 Series, Formula 1 reserve driver

2010 Formula 1

2011 Formula 1 tire test driver, ILMC tests

2012 Formula 1 tire test driver, Nürburgring 24 Hours, 3rd WEC São Paulo (Audi R18 ultra)

2013 3rd Le Mans 24 Hours (Audi R18 e-tron quattro)

2014 2nd Le Mans 24 Hours, 4th FIA World Endurance Championship (WEC) (in Audi R18 e-tron quattro at each event)

2015 3rd FIA Formula E, 1 victory, 4th FIA World Endurance Championship (WEC) (Audi R18 e-tron quattro)

2016 2nd FIA Formula E, 3 victories, FIA World Endurance Championship (WEC), 1 victory, (Audi R18), 3rd Le Mans 24 Hours (Audi R18)

2017 1st FIA Formula E, 2 victories

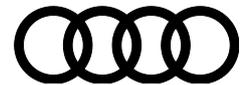
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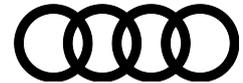
youtube.com/LucasDiGrassi



Statistics

The Audi drivers in Formula E

	Daniel Abt	Lucas di Grassi
1st Formula E race	Beijing 2014	Beijing 2014
Races	33	33
Championship titles	0	1
Victories	0	6
Podiums	4	20
Pole positions	1	3
Fastest laps	2	1
Starts from front row	2	9
Laps driven	1,147	1,222
Kilometers driven	2,717	2,868
Races with kms led	4	12
Leading laps	41	217
Km-distances led	88	494



Audi e-tron FE04

The new generation of the championship-winning car

How can the race car be made even better in which Lucas di Grassi has won the championship and that has earned the team seven trophies for podium finishes in eleven races? With experience, the concentrated know-how of Audi and partner Schaeffler, plus a lot of attention to detail.

The Audi e-tron FE04 for the fourth season is a true single-seater race car and the new generation of Lucas di Grassi's championship-winning car. While in the first Formula E season in 2014/2015 completely identical electric race cars were used, the teams and manufacturers, since the 2015/2016 season, have been allowed to develop the entire powertrain themselves, consisting of the motor, transmission and parts of the suspension as well as the respective software.

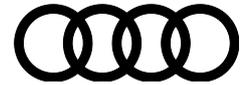
The combination of the motor and transmission, which Audi and technology partner Schaeffler have jointly developed, is the car's centerpiece. The engineers primarily focused on designing the motor-generator unit (MGU) for even greater efficiency. As a result, acceleration out of corners in particular is enhanced.

The maximum output of the motor in qualifying is limited to 200 kW (272 hp) and in the race to 180 kW (245 hp). Via the so-called "FanBoost," power of up to 200 kW (272 hp) can be made available to the drivers for a short period of time.

Similar as in the DTM, technical changes following the homologation of the race cars, which is performed once a year is no longer permitted. During the season, the engineers and drivers primarily endeavor to extract the optimum from the existing package and to perfectly adapt the car to the respective city street circuit. The software which in Formula E makes all the difference particularly in terms of energy management offers the greatest scope in this respect.

Power to the Audi e-tron FE04 is supplied by a battery weighing 200 kilograms that Williams Advanced Engineering has developed and that is identical for all cars. The lithium-ion battery has a capacity of 34 kWh of which 28 kWh may be used. It sits between the driver's seat and the powertrain.

Unique to Formula E are the profiled all-weather specification tires from Audi's long-term partner Michelin which have a close reference to the production versions.



To transmit the power to the wheels, Audi Sport ABT Schaeffler in the new season is using a high-efficiency transmission with one instead of the previous three gears. A central display provides all the key information on the condition of the MGU, the system temperatures, which are particularly important with an electrically operated race car, and the current charge state of the battery.

Like in Formula 1, the driver sits in a carbon fiber monocoque complying with the latest FIA safety standards. Two roll bars and CFRP crash structures at the front, rear and sides provide maximum safety. The minimum weight of a Formula E race car is 880 kilograms (including the driver). The electric race car accelerates from 0 to 100 km/h in 3.5 seconds. Top speed on the city street circuits is about 225 km/h.

The Audi e-tron FE04 is the final evolution of the first Formula E era. In the fifth season that will start in fall/winter of 2018, a completely new design of a specification chassis will be used that will radically differ from all single-seater cars known to date. The battery to be used then will have twice the capacity of the current one so that the car change currently required will no longer be necessary and the drivers will contest the race in only one car.

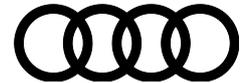


Technical data

Audi e-tron FE04

As of: September 2017

Model	Audi e-tron FE04 (2017/2018)
Vehicle	
Vehicle type	Single seater (FIA Formula E)
Monocoque	Spec spark chassis in composite fiber construction made of carbon fiber with aluminum honeycomb core, tested for strict FIA crash and safety standards, front, rear and side crashers from CFRP, front and rear roll bars
Body	Spec. Spark carbon body, spec. front and rear wings
Motor/battery	
Motor Generator Unit (MGU)	Audi Schaeffler MGU02
Power output practice and qualifying	200 kW (272 hp)
Power output race	180 kW (245 hp) plus FanBoost
FanBoost	Additional (approx.) 100 kJ energy
Battery	Rechargeable Energy Storage System (RESS) from Williams Advanced Engineering, maximum 200 kg, lithium-ion cells from Xalt, battery capacity 34 kWh, of which 28 kWh is usable, charging time approx. 45 minutes
Motor controller	Bosch ECU
Driveline/transmission	
Type of drive	Rear-wheel drive
Transmission	High-efficiency 1-speed racing transmission
Drive shafts	Constant velocity joint shafts
Chassis/steering/brakes	
Steering	Rack-and-pinion steering, removable steering wheel with quick release, display, shift and rain paddles, plus FIA marshalling indicators
Suspension	Front and rear independent suspension on lower and upper steel wishbones, pushrod system, front torsion bars, rear spring suspension, two shock absorbers front and rear, adjustable stabilizers front and rear, adjustable ride height, toe and camber, two wheel retention tethers per wheel
Brakes	Hydraulic dual-circuit brake system, light metal calipers, front and rear carbon fiber brake discs, adjustable brake force distribution
Rims	Aluminum rims, front 9 x 18 inch and rear 11 x 18, minimum weight per wheel front 7 kg, rear 8 kg
Tires	Profiled road-like tires, specially developed for Formula E, Michelin Pilot Sport EV, front 245/40 R18, rear 305/40 R18
Weight/dimensions	
Length	5,000 mm
Width	1,790 mm
Height	1,070 mm
Wheelbase	3,100 mm
Minimum weight	880 kg (incl. driver)
Performance	
0–100 km/h	Approx. 3.5 seconds
Top speed	225 km/h



Team Audi Sport ABT Schaeffler

Never change a winning team

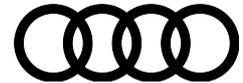
Audi as the manufacturer and entrant, Schaeffler as the technology partner in the development of the powertrain ABT Sportsline as the seasoned and successful fielding team – this is the lineup which Team Audi Sport ABT Schaeffler is entering the fourth Formula E season with.

“Never change a winning team,” is a frequently quoted rule in high-performance sport. On officially entering Formula E as a factory team, Audi is taking this maxim quite literally and, together with Schaeffler and ABT Sportsline, continues to form a trio that looks back on a successful history in the still young racing series.

Audi has been giving its name to the team ever since Formula E's inaugural season and in the Brazilian Lucas di Grassi been providing one of its factory drivers. In addition, the Allgäu-based team was able to use the infrastructure of the Competence Center Motorsport in Neuburg. For the 2016/2017 season, Audi intensified the partnership through financial and technical support. Now that the brand is taking over the team's slot on the FE grid, the final step towards a full-fledged factory-backed commitment has been made.

Schaeffler has been involved in Formula E from day one. Since the 2015/2016 season, together with ABT Sportsline, the technology company has been designing, developing and building the powertrain for the only German Formula E car in the international field. With Audi's factory-backed entry, Schaeffler and the premium brand have signed a three-year technology cooperation agreement up to and including the 2019/2020 season. It encompasses the joint work on the electric motor, transmission, suspension, and power electronics for the powertrain.

The responsibility for the racing commitments will pass to Audi as of the 2017/2018 season while operational fielding of the four race cars for Daniel Abt and Lucas di Grassi will remain in the proven hands of ABT Sportsline. The squad based in Kempten has been one of the most successful race teams for several years, both nationally and internationally. In 2014, ABT ventured to enter the electric racing series as a privateer team and has since taken third place once and second place twice in the teams' classification. In a parallel commitment, the squad as Audi Sport Team Abt Sportsline is competing in the DTM with two Audi RS 5 DTM cars, for Mattias Ekström and Nico Müller.



Who does what in Team Audi Sport ABT Schaeffler

A well-gelled team

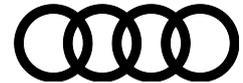
Team Audi Sport ABT Schaeffler competes with a powerful lineup in Formula E. The new team principal and, as such, the face of the squad, is Allan McNish, who can rely on sterling forces.

Allan McNish already accompanied and supported the team at Formula E's race tracks throughout the third season. Now the former Formula 1 campaigner, long-standing Audi factory driver and three-time Le Mans winner has officially assumed the role of team director. The Scot, who lives in Monaco with his wife, Kelly, and their two children, is going to lead the team and represent it to the outside world.

Hand in hand with Allan McNish, Thomas Biermaier will be responsible for the Formula E commitment. ABT Sportsline's sporting director is responsible for the company's entire motorsport program at the company's Kempten headquarters including the commitments in the DTM and in GT racing. Biermaier led the Formula E team the first three years. Tristan Summerscale continues to be the project leader at Audi.

In parallel, as in the years before, Franco Chiocchetti will serve as head of track operation and race engineer of the champion, Lucas di Grassi, whereas di Grassi's teammate, Daniel Abt, will have a new partner in the pit lane, Daniel Grunwald. Grunwald is currently the engineer for Nico Müller in the DTM as well.

In the hustle and bustle of a race day, both drivers can again rely on some cool characters in the new season, as the teams of mechanics for Daniel Abt and Lucas di Grassi have remained exactly the same. A well-gelled team is literally worth a mint particularly at the pit stops and in the conditions which are aggravated by a tight schedule.



Interview with Team Principal Allan McNish

“Race for the first e-tron”

The team principal of Team Audi Sport ABT Schaeffler about his tasks, the unique aspects of Formula E and the new Audi e-tron.

What tasks are you assuming as team director of Team Audi Sport ABT Schaeffler in Formula E?

I represent Audi with the FIA, the Formula E organization, the other teams and the other manufacturers, and am responsible for the commitments at the race track. But I basically have an overview of the whole program, from technical, sporting and marketing to strategy.

How often are you in Neuburg and how time-consuming is the Formula E project for you in total?

I spend a lot of time on Formula E, especially now in the buildup to a full factory program in Season 4 and the defense of the driver's title and so am very often in Neuburg at the moment.

What fascinates you about Formula E? Why does the world need electric motorsport?

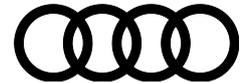
As a young championship making its own way in the sport, and without tradition to fall back on, Formula E can create its own DNA of which city street races are one of the main principles, and I have had a lot of experience of these races in the USA in Sportscars and have seen it provides good racing and a great show.

What is important on a Formula E weekend?

A successful team needs to be like a good car: strong, agile and efficient. There is such limited time on track that you need to be very efficient with time use, agile to adapt to ever changing conditions and strong. Race day is so intense with only limited numbers of people allowed to work on the cars the emphasis is on strength of team work.

What skills does a Formula E driver need?

Be very precise because on a street track there is no room for error. Good wheel to wheel overtaking capability because you always will have a weekend where you have to fight back. Adaptability to ever changing car and track conditions over the race weekend, a cool head when it comes to the last race of the season, and especially, ability to make efficient use of the available energy.



How do you rate your driver duo, Daniel Abt/Lucas di Grassi?

Lucas is the old master and Daniel the young charger. Lucas has most experience of anyone in Formula E and Daniel showed his potential for the future in season 3.

Have you ever tried out the Formula E car and would you have enjoyed racing in Formula E yourself in your active career?

I drove one for five laps in Berlin in season 2. I was commentating for TV and wanted to drive the car as I had heard a lot from other drivers. It was easy to drive but hard to drive fast and on the limit and has a particular style you have to learn.

How are the three partners, Audi, ABT and Schaeffler, working together in the Formula E project? What will change now that it is a full Audi factory program?

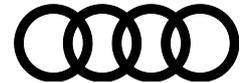
All three have successfully been partners in various arenas for many years and the Formula E cooperation has already won a championship. Audi is now increasing its focus with its expertise and resources. Schaeffler and ABT continue to be the most important partners in the program. There is no need to overhaul a winning team. We are strengthening it for future competition.

Have you already ordered an Audi e-tron?

The Audi e-tron looks really cool and I can't wait for it to be on the road and will definitely be ordering one as soon it is available but can see an internal race to be the first person in Audi Motorsport to get the first Audi e-tron. I'm afraid that race may be won by Dieter (Gass).

What Formula E event to date have you enjoyed most?

One of the best races last season was Hong Kong for the energy of the city and backdrop, but my personal favorite was Montreal, a city I know well from Formula 1, and which embraced the race more than any other. Lucas winning the title also helped the spirits at the after party.



Audi Sport

“Vorsprung durch Motorsport”

Audi Sport is part of the team’s name in the Formula E commitment. For nearly 40 years, Audi Sport has stood for the successful motorsport involvement of AUDI AG. By now, Ingolstadt brand is selling the sportiest Audi models and accessories under the Audi Sport label as well.

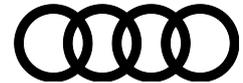
The first motorsport activities of the Audi brand that was still young in those days took place at the end of the 1970s, billed as Audi Motorsport. When the brand entered the World Rally Championship the motorsport department was renamed Audi Sport in 1980 and the first Audi Sport logo created.

Even at that time, factory-backed motorsport was part of Technical Development. This close connection guarantees the technology transfer between motorsport and production which has traditionally been a key reason for being active in motorsport on the highest level. In Formula E, the team around Head of Audi Motorsport Dieter Gass closely works together with its colleagues from production development and other functions of Technical Development.

Since August 2014, the Audi motorsport department has been headquartered at the Competence Center Motorsport in Neuburg an der Donau. The Formula E race cars are developed in the modern complex of buildings by Audi engineers as well. In addition to test benches and a race track simulator, Team Audi Sport ABT Schaeffler uses the track in Neuburg for rollouts and functions checks. The new Audi e-tron FE04 did its first laps in Neuburg too.

Currently, Audi’s motorsport program consists of Formula E, the DTM, the FIA Rallycross World Championship and customer racing which is based in Neuburg as well. Audi Sport customer racing is currently offering customers GT3 and GT4 versions of the Audi R8 LMS and the Audi RS 3 LMS TCR touring car.

The production Audi R8 and the Audi RS models are marketed under the Audi Sport brand name as well. quattro GmbH, which had been registered as a manufacturer of high-performance automobiles since 1996, was renamed Audi Sport GmbH at the end of 2016. The company’s slogan “Born on the track” clearly shows the origin of the genes of the sportiest Audi models – racing.



ABT

Audi partner on the road and race track

The family business ABT Sportsline and the brand with the four rings have known and valued each other for many decades. Backed by Audi as a strong partner, ABT pursues the maxim of being better than the competition – both on the road and the race track.

Founded in 1896 as a smithy, the company in the German Allgäu region, now being run in the fourth generation by Hans-Jürgen Abt, has evolved into the world market leader for tuned automobiles from the Volkswagen Group and is represented in more than 60 countries. The founder's grandson, Johann Abt, a very successful race driver with more than 300 victories under his belt, brought motorsport into the company about seven decades ago. Since then, the know-how from the race track has been inspiring vehicle tuning as well. A few years ago, a third pillar was added: electric mobility.

As early as at the end of the 1990s, ABT Sportsline relied primarily on Audi in motorsport. The first major success achieved under the banner of the four rings was the German Super Touring Car Championship win with the Audi A4 quattro. From 2000 to 2003, the family-owned business ABT based in Kempten in the Allgäu competed in the DTM as a privateer team and in 2002 even clinched the title. In 2004, ABT Sportsline became an Audi factory team and has since taken four further drivers' titles. From 2014 to 2017, ABT, as the privateer Team ABT Schaeffler Audi Sport, was active in Formula E and in 2017 celebrated the drivers' title with Lucas di Grassi.

Major motorsport successes of ABT Sportsline

1st Formula E drivers' classification: 2016/2017

2nd Formula E teams' classification: 2016/2017

2nd Formula E drivers' and teams' classification: 2015/2016

3rd Formula E drivers' and teams' classification: 2014/2015

1st DTM drivers' classification: 2002, 2004, 2007, 2008, 2009 (all Audi)

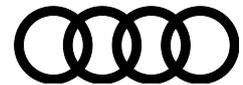
1st DTM teams' classification: 2004, 2007, 2011 (all Audi)

1st German Supertouring Championship: 1999 (Audi)

1st ADAC GT Masters: 2009 drivers', 2010 teams' classification (both Audi)

1st ADAC Formula Masters: 2009

1st ADAC Formula Junior: 1991, 1992, 1996



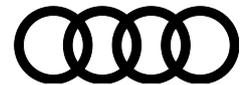
Schaeffler

Actively shaping mobility for tomorrow

Motorsport has always been a driver of developments that later make their way into production vehicles – this is also true in Formula E where Schaeffler is gaining extensive findings through its successful commitment. The technology group uses them to advance innovative developments for electrified and networked mobility for tomorrow.

Having partnered with ABT Sportsline since the 2014/2015 Formula E inaugural season, Schaeffler underlines its position as a pioneer in electric mobility as well. Since the technical regulations have opened up new opportunities, specialists from Schaeffler have been involved in the development of the powertrain. The title win in the previous season is proof of the work accomplished so far. Following Audi's entry into Formula E with a factory-backed commitment, Schaeffler is now contributing its know-how to the technology cooperation with the premium brand which has been agreed for three years up to and including the 2019/2020 season. The partnership includes the joint work on the electric motor, transmission, suspension and power electronics for the powertrain.

Just like Schaeffler has been contributing its technological expertise to Formula E since day one, the technology group has been and intends to remain a pioneer in electric mobility for the road as well. That is why, in the more recent past, the company has doubled the size of its development team for the electrification of the powertrain. But even today, Schaeffler – also inspired by the technology transfer from the race track – is offering a wide range of products for electric mobility and the electrification of powertrains using internal combustion engines. In parallel, the number of customer projects and production orders in the Automotive Division is steadily increasing in the field of electric mobility. “In Formula E, we're able to explore extremes. This helps us in many respects – in terms of general systems understanding as well as in the development of new materials. Or in gaining new findings regarding the recuperation of braking energy or thermal management,” says Prof. Peter Gutzmer, Deputy CEO and Chief Technology Officer of Schaeffler AG. “In addition, motorsport is emotion – and that's what we need in electric mobility too.” That Formula E races in the hearts of major metropolises reflects the global trend toward urbanization. An aspect that just like electrification and connected vehicles plays an important part at Schaeffler in the development of future mobility technologies.



FIA Formula E

When a vision becomes reality

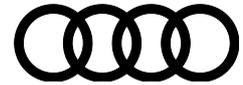
Formula E establishes a new era in motorsport: fully electric in the middle of the world's most fascinating metropolises and with a race format that is unique in the world to date. This concept thrills manufacturers, teams, fans, media and drivers alike. The road map for the future has been created.

When Formula E presents its race car for the first time at the International Motor Show (IAA) in Frankfurt in fall of 2013 its founder, Alejandro Agag, and FIA President Jean Todt are confronted with major skepticism: Can an electric racing series that holds its events in the middle of the city, pursuing completely new avenues, really work? Will there be teams, sponsors and drivers whose enthusiasm is sparked for this new type of motorsport?

Four years later, the answer is a clear yes. Within just three full seasons, Formula E has evolved into one of the absolute hot spots in the motorsport world. After Audi has joined now as the first German manufacturer to do so, BMW, Mercedes and Porsche have announced and confirmed their participation as well. Even at this point, brands such as Renault, DS, Jaguar and Mahindra are already in the field, plus startup companies from the electric mobility scene like NIO or Faraday Future.

“Obviously, this is the kind of development we were hoping to see a few years ago but, honestly speaking, did not expect so soon,” says Alejandro Agag, the founder and CEO of Formula E which is based in London. Together with Jean Todt the Spaniard managed to inspire the enthusiasm of renowned racing teams, series partners and sponsors for their idea of a new motorsport era. “We didn’t have more than a vision, a PowerPoint presentation and the backing of a strong team at the time, but very soon found a lot of support,” says Agag.

The main reason for this is that right from the outset there are many things that Formula E does which differ from traditional racing series. They include an anticyclical race calendar that starts in late fall or early winter and extends into the summer of the following year. Instead of on permanent race tracks which are typically located far away from urban centers, Formula E races near-exclusively on temporary city street circuits. The venues read like a “Who is Who” of the most fascinating metropolises: Hong Kong, São Paulo, Mexico City, Paris, Berlin, Rome, New York and Montreal are just some of the examples of the current cities.

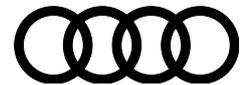


The spectators witness motorsport at close range in Formula E, presented in a compact, modern format. They arrive at the race track on foot, by bicycle or public transportation and within the space of a few hours experience an intensive program. Free practice, qualifying and the race are held in near-immediate succession. During the few breaks in between, the drivers go for autograph sessions or interviews to the E-Village where Formula E presents numerous attractions centered on electric mobility and future technologies to visitors as well.

Compared with other racing series such as Formula 1, Formula E is still a very young project, albeit one with a clear strategy for the future. To keep the series attractive and affordable, the promoter and the FIA have developed a binding road map that clearly defines the “guard rails” for the next few years. The objective is to ensure that even as the number of participating manufacturers increases two things will always take center stage without causing budgets to grow too much: the sport and developments that are exclusively relevant for transfer into production.

Consequently, central elements such as the chassis, battery, tires or brakes will remain specification parts for all teams and manufacturers in the next few years. Only the powertrain – consisting of the motor, transmission, parts of the suspension and the respective software – will continue to be open to proprietary developments. In addition, parameters such as the permitted power output in qualifying and the race or maximum permissible recuperation will successively increase. The road map is binding for at least the next five years, giving all the players planning certainty.

Formula E underpins its claim of being an innovative racing series with a young target group through its public relations activities as well. Together with teams and drivers, no other comparable series is equally active in various social media channels. The involvement of the fans culminates in FanBoost, a gimmick that is unique in international high-performance sports. In an online voting on the official website or Twitter, the three most popular drivers in the race receive a power boost for their overtaking maneuvers that may decide the outcome.



Regulations

How Formula E works

Format of a race weekend

One of the many aspects unique to Formula E is that all the racing action takes place on a single day. A typical race day looks like this:

Free practice 1	45 minutes
Free practice 2	30 minutes (at double-header events only on the first race day)
Qualifying	4 groups of 6 minutes each (every driver has a timed lap with 200 kW output)
Super Pole	one lap each of the 5 fastest drivers
Race	approx. 50 minutes

Double-header events are held on two days. Each race is treated like an independent E-Prix.

Practice

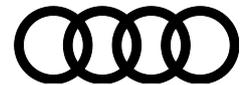
At each event, the drivers have the possibility to test in two free practice sessions. Both race cars are available to them. New in the 2017/2018 season: At double-header events, there will only be one free practice session on the second race day.

Qualifying

The 20 drivers are divided into four groups of five by the drawing of lots and each of them has six minutes to fight for an optimum grid position. Following the so-called “out lap” from the pit lane and one or several warm-up laps with 170 kW power output, a single “flying” lap may be driven at the full power of 200 kW. The five fastest drivers, irrespective from which group, participate in the Super Pole shootout in which every driver sets another timed lap at full power (200 kW). The starting grid results from the lap times posted in the Super Pole shootout (positions 1–5) and the group stage (positions 6–20).

E-Prix

The race or E-Prix begins with a standing start (no formation lap). The drivers initially line up on a dummy grid and slowly file into position for the race start. The race lasts about 50 minutes. About halfway through the race, the drivers visit their teams for a mandatory pit stop at which the car is changed. For the 2017/2018 season, the maximum power in race mode is raised from 170 kW to 180 kW.



FanBoost

Formula E fans have the possibility to support their favorite drivers with an advantage in the race. To do so, they can vote before and during the first six minutes of the race via Twitter, the official Formula E website (fanboost.fiaformulae.com) and the Formula E app. The three drivers with the largest number of votes will receive the so-called FanBoost. It enables them to use an additional 100 kJ of energy once in a power window of 180 to 200 kW by pushing a button in the second car – in other words following the mandatory pit stop.

Points

The top ten in each race are awarded points using the standard FIA system analogous to Formula 1 and DTM:

Position 1	25 points	Position 6	8 points
Position 2	18 points	Position 7	6 points
Position 3	15 points	Position 8	4 points
Position 4	12 points	Position 9	2 points
Position 5	10 points	Position 10	1 point

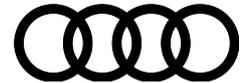
Three additional points are awarded for pole position. The driver with the fastest race lap earns an additional point – albeit since 2017/2018 season only if he/she finishes in the top ten at the same time. This is intended to prevent a driver who is no longer in contention in the race from specifically going after this additional point.

Championship

Formula E consists of both a drivers' and a teams' championship. The end-of-season totals of the drivers are made up of their results in the races. The points scored by both drivers of a team are totaled throughout the season for the teams' championship.

Tires

Official tire supplier Michelin makes four new front and four new rear tires available to each driver at each event. In addition, all drivers can use a front and a rear tire each from the previous race. The tires are profiled.



2017/2018 season

World tour of five continents

The fourth Formula E season again features an attractive calendar. It offers a mix of proven events and exciting new venues.

A total of 14 races are scheduled for the 2017/2018 season, held in eleven metropolises on five continents. Africa, Asia, Europe, North America and South America are part of the Formula E world tour and Rome, Santiago de Chile, São Paulo and Zurich new venues. With that, the innovative electric racing series is visiting Italy, Chile, Brazil and Switzerland for the first time.

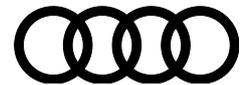
This Formula E season is the first to open with a double-header event. The E-Prix in Hong Kong on December 2 and 3, 2017 is hosting the first two Formula E races with official Audi participation and the racing debut of the new Audi e-tron FE04. As in the 2016/2017 season, two double headers in North America featuring two races each in New York (USA) and Montreal (Canada) will close the season.

Marrakesh (Morocco), Mexico City (Mexico), Paris (France) and Berlin (Germany) are on the calendar as before.

The calendar has been deliberately designed for the race cars and the teams' equipment to travel distances which are as short as possible – and the larger distances typically by ship. The season kicks off in Asia. Subsequently, Formula E travels via Africa and South America to Europe and to North America at the end of the season.

A unique facet of Formula E is that free practice, qualifying and the race all take place on a single day. At the double-header events, there are two near-identical race days on Saturday and Sunday which are rated separately.

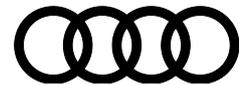
The E-Prix events of Formula E can be watched live on television around the globe – most of them on free-to-air TV. In Germany, the Discovery Group, which includes Eurosport and DMAX, holds the rights.



Calendar

2017/2018 Formula E events

December 2, 2017	Hong Kong (HK)
December 3, 2017	Hong Kong (HK)
January 13, 2018	Marrakesh (MA)
February 3, 2018	Santiago de Chile (RCH)
March 3, 2018	Mexico City (MEX)
March 17, 2018	São Paulo (BR)
April 14, 2018	Rome (I)
April 28, 2018	Paris (F)
May 19, 2018	Berlin (D)
June 9, 2018	Zurich (CH)
July 14, 2018	New York (USA)
July 15, 2018	New York (USA)
July 28, 2018	Montreal (CDN)
July 29, 2018	Montreal (CDN)



Races 1 + 2

Hong Kong (HK)

Facts and figures

Date: December 2/3, 2017

Track name: Hong Kong Central Harbourfront Circuit

Track length: 1.86 kilometers

Turns: 10

Top speed: approx. 200 km/h

Fastest/slowest turn: approx. 110/30 km/h

Previous winners: Sébastien Buemi (2016)

Best result of Audi Sport ABT Schaeffler: 2nd, Lucas di Grassi (2016)

Lap record, qualifying: Nelson Piquet jr., 1m 03.099s (2016)

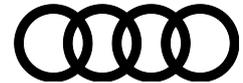
Lap record, race: Felix Rosenqvist, 1m 02.947s (2016)

Lucas di Grassi about the races

“Hong Kong is great. Before last season, no motorsport event had ever been held in the heart of this Asian metropolis. The race track has a very long straight with good possibilities for overtaking. It is followed by a technically very challenging part with many tight turns. Plus, the surface changes from tarmac to concrete. Unlike in the previous seasons, Formula E in 2017/2018 will open with a double header. The effort to be invested for everyone in the team, from mechanic to driver, is much greater. On the other hand, you have a lot more time to keep optimizing the car throughout the weekend. Last season, we achieved good results at double-header events.”

Additional info about Hong Kong

More than seven million residents live in Hong Kong in a very small area. Still, the city is a pioneer in urban mobility, according to surveys. Only eight percent of the population use bicycles and privately owned cars, respectively. In most European big cities, 40 to 70 percent use cars. In Hong Kong, a near-perfect public transit system is the solution to avoid the threat of total gridlock. Effective subway, bus line and van systems haul residents and tourists around the clock. A weak area in Hong Kong is the rudimentary car-sharing and bicycle-path networks.



Race 3

Marrakesh (MA)

Facts and figures

Date: January 13, 2018

Track name: Circuit International Automobile Moulay El Hassan

Track length: 2.971 kilometers

Turns: 12

Top speed: approx. 200 km/h

Fastest/slowest turn: approx. 105/50 km/h

Previous winners: Sébastien Buemi (2016)

Best result of Audi Sport ABT Schaeffler: 5th, Lucas di Grassi (2016)

Lap record, qualifying: Jean-Éric Vergne, 1m 20.993s (2016)

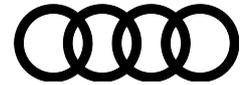
Lap record, race: Loïc Duval, 1m 22.600s (2016)

Daniel Abt about the race

The Marrakesh E-Prix is the only Formula E race held in Africa. Marrakesh differs greatly from the other events in terms of atmosphere, culture and people. Last season, we rode camels on Friday – that was definitely special. We drive on a permanent race track which is very similar to a city circuit though. There are many walls you should stay clear of and some of the hotels are within the circuit.”

Additional info about Marrakesh

Mobility in the “Pearl of the South” offers many facets. The Kingdom of Morocco has the best-developed railway system in North Africa. Marrakesh, with a population of just under one million the country’s fourth-biggest city, has an important role due to its central location. The ultramodern and clean central station featuring traditional oriental architecture is a real showpiece. Within Marrakesh’s boundaries, local residents and tourists can use a wide range of transportation: buses, share-taxis or even horse-drawn carriages. The use of a rental car is not advisable.



Race 4

Santiago de Chile (RCH)

Facts and figures

Date: February 3, 2018

Track name: tba

Track length: tba

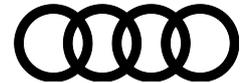
Turns: tba

Lucas di Grassi about the race

“Chile is an important country in South America. I’ve personally been to Chile several times, mainly for skiing. Having another event in South America means a lot to me. Santiago de Chile is only a four hour’s flight away from my hometown São Paulo.”

Additional info about Santiago de Chile

Nearly one million vehicles in Chile’s capital Santiago de Chile account for 37 percent of the total number of vehicles in this South American country. So one in seven of the more than seven million inhabitants owns a car. Although this is relatively little for a big city, the main traffic arteries are permanently clogged during rush hour. Still, for tourists for example it pays to rent a car because Santiago’s geographic location close to mountains and beaches offers interesting opportunities for sightseeing trips. Inside the city, it is best to get around on the Metro de Santiago. The Santiago subway has the largest rail network in South America and after its counterparts in Buenos Aires and São Paulo is the third-oldest one there.



Race 5

Mexico City (MEX)

Facts and figures

Date: March 3, 2018

Track name: Autódromo Hermanos Rodríguez

Track length: 2.093 kilometers

Turns: 18

Top speed: approx. 205 km/h

Fastest/slowest turn: approx. 170/50 km/h

Previous winners: Lucas di Grassi (2017), Jérôme D'Ambrosio (2016)

Best result of Audi Sport ABT Schaeffler: 1st, Lucas di Grassi (2017)

Lap record, qualifying: Oliver Turvey, 1m 02.712s (2017)

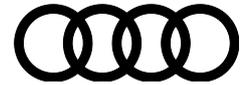
Lap record, race: Sébastien Buemi, 1m 03.102s (2017)

Lucas di Grassi about the race

“My memories of the Mexican E-Prix are mixed. In the 2015/2016 season, I crossed the finish line in position one and was subsequently disqualified. Last season, I celebrated my first regular victory there. The track suits us well. So as far as that goes, I hope that we’re going to do well again next season. The Mexican fans are so passionate – it’s always very enjoyable to race there.”

Additional info about Mexico City

20 million people live in the metropolitan area of Mexico City and nearly nine million in the core of the city. More than four million passenger cars, 120,000 taxis, 28,000 buses and tens of thousands of trucks travel daily in and around Mexico’s capital city – these are the facts. And the results: According to the “IBM Commuter Pain Index,” the 300,000 commuters need almost three hours per day to get to work in the business districts. By contrast, the mobility situation looks better within the conurbation. Local residents and tourists can choose their preferred means of transportation in an effectively developed public transit system: radio cabs, buses or the subway with a total of 195 stations.



Race 6

São Paulo (BR)

Facts and figures

Date: March 17, 2018

Track name: tba

Track length: tba

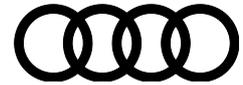
Turns: tba

Lucas di Grassi about the race

“An event held in my hometown makes a dream come true for me. One part of the race track will be located in a section with all-year grandstands set up for events such as carnival. Ample lighting is available as well, so in that respect it would be possible to hold the race at dusk and the podium ceremony in the dark. I would personally be delighted about that.”

Additional info about São Paulo

São Paulo ranks among the cities that are most prone to traffic jams in the world. The metropolitan area of 8,000 square kilometers covers only one thousandths of the country's total area, however, with some 20 million residents is home to a tenth of the total population. The average time it takes to travel from a suburb to the center of the city is two and a half hours. On the opening day of the 2014 FIFA World Cup, the city registered the longest traffic jam in its history, amounting to 344 kilometers. Patience is also required when using São Paulo's public transit systems. Although buses move a lot faster in their priority lanes, they are heavily overcrowded during rush hour. The Metrô São Paulo subway that was opened in 1973 has an outstanding state of technology. Trains run every 100 seconds.



Race 7

Rome (I)

Facts and figures

Date: April 14, 2018

Track name: tba

Track length: tba

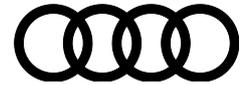
Turns: tba

Daniel Abt about the race

“For the series, Rome as a venue is obviously a big name. I’ve never been there myself, but I’m always happy when Formula E goes to new cities. For us drivers, that always means preparing twice as well. Two, three weeks before the event, the teams receive a specific track layout that is then fed into the race simulators. And then the name of the game is: practice, practice, practice. After all, we only have that one day to deliver our performance in Formula E.”

Additional info about Rom

The “Eternal City” is known above all for its wealth of spectacular sights. It is advisable not to explore them in public traffic because the Italian capital is struggling with massive traffic problems. Due to the star-shaped street system, the only opportunity that practically exists is to travel on the typically clogged ring-road or through the historic center. In the center, areas where traffic is limited between 6 AM and 6 PM provide some relief. The public transit system in Rome includes buses, trackless trolleys, streetcars, commuter trains and subways. A third subway line was just recently opened in 2014.



Race 8

Paris (F)

Facts and figures

Date: April 28, 2018

Track name: Circuit des Invalides

Track length: 1.92 kilometers

Turns: 14

Top speed: approx. 190 km/h

Fastest/slowest turn: approx. 120/45 km/h

Previous winners: Sébastien Buemi (2017), Lucas di Grassi (2016)

Best result of Audi Sport ABT Schaeffler: 1st, Lucas di Grassi (2016)

Lap record, qualifying: Sam Bird, 1m 01.514s (2016)

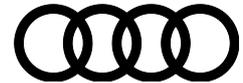
Lap record, race: Nick Heidfeld, 1m 02.323s (2016)

Lucas di Grassi about the race

“In the 2015/2016 season, I won the first ever Paris E-Prix. Last season didn’t go well for us there at all. Generally, though, this location is one of the most beautiful of all. I suppose that nobody imagined that in motorsport there might ever be a race held not far from the Eiffel Tower. But Formula E has made it happen. The race track is technically very challenging. There are only few overtaking opportunities. The weather in Paris can be very changeable. On Saturday last season, we had heavy rain. The Formula E cars are pretty difficult to control in rain.”

Additional info about Paris

As a driver who is not familiar with the local conditions you will have a hard time in Paris. An alignment of the streets that is hard to grasp, traffic jams galore, huge traffic circles and hardly any places to park. Plus, there is the continually clogged “boulevard périphérique.” The result: In winter 2016, a huge cloud of smog robbed the “City of Love” of its charm. Car traffic in Paris and 22 surrounding communities was heavily restricted for several days. Those who would like to contribute their fair share to environmental protection in Paris should use public transportation. The world-famous Métro is the ideal means to do so. 16 lines haul more than five million people per day back and forth between some 300 stations.



Race 9

Berlin (D)

Facts and figures

Date: May 19, 2018

Track name: Tempelhof Circuit

Track length: 2.277 kilometers

Turns: 10

Top speed: approx. 190 km/h

Fastest/slowest turn: approx. 140/50 km/h

Previous winners: Felix Rosenqvist, Sébastien Buemi (2017),
Sébastien Buemi (2016)¹, Jérôme D'Ambrosio (2015)²

Best result of Audi Sport ABT Schaeffler: 2nd, Lucas di Grassi (2017)

Lap record, qualifying: Sam Bird, 1m 07.805s (2017)

Lap record, race: Maro Engel, 1m 09.509s (2017)

¹Race in the heart of Berlin

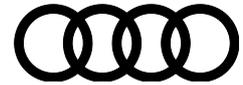
²Race on another track configuration of the Tempelhof Circuit

Daniel Abt about the race

“Berlin is my race on home soil and therefore is the great highlight on the calendar for me. Friends, family, partners, sponsors – they’re all going to be there and cheer me on. In the last three seasons, we’ve always had very nice, well-attended events in Germany. The track is also very special, as we race on a former airfield. It’s not classic street tarmac – you can tell that while driving.”

Additional info about Berlin

1.7 million registered vehicles travel on Berlin’s public road network with a total length of 5,400 kilometers. 77 kilometers of federal autobahns alone are routed through the city, posing a burden to humans and nature. Berlin has addressed the latter issue in particular by imposing temporary speed limits. In spite of the large number of passenger cars, Berlin residents on average cover four in ten distances on foot or by bicycle. Accordingly, non-motorized means of transportation are important in the German capital.



Race 10

Zurich (CH)

Facts and figures

Date: June 9, 2018

Track name: tba

Track length: tba

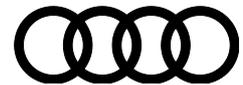
Turns: tba

Daniel Abt about the race

“Looking at it from my home town of Kempten, Zurich is even closer than Berlin, so I have a direct link to Switzerland in that respect too. In recent years, there’s always been talk about Switzerland wanting to host a Formula E race – and now it worked out. Switzerland is generally a country that is enthusiastic about motorsport.”

Additional info about Zurich

Zurich has a widely branched, modern public transportation network that is unrivaled in the world: trams, buses, ships, commuter trains and cable cars form a dense and efficient public transportation offering. In spite of the well-developed public transit system, the burden posed by privately owned motor vehicles is considerable. Due to the city’s further urban development, continuing urban sprawl into larger areas and the trend toward a recreational society, an increase in traffic volume can be expected. According to “Strategies Zurich 2025,” the largest city in Switzerland responds to the growing mobility needs by expanding public transit systems, improvements for pedestrian and bicycle traffic and an attractive design of public space.



Races 11 + 12

New York (USA)

Facts and figures

Date: July 14/15, 2018

Track name: Brooklyn Circuit

Track length: 1.953 kilometers

Turns: 10

Top speed: approx. 200 km/h

Fastest/slowest turn: approx. 140/30 km/h

Previous winners: Sam Bird, Sam Bird (2017)

Best result of Audi Sport ABT Schaeffler: 4th, Lucas di Grassi (2017)

Lap record, qualifying: Pierre Gasly, 1m 02.080s (2017)

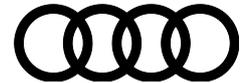
Lap record, race: Maro Engel, 1m 03.883s (2017)

Daniel Abt about the races

“There’s not much that needs to be said about New York. It’s one of the most important cities in the world. It’s great that Formula E held a race in the center of the city for the first time. From a sporting point of view, the New York E-Prix last season was pretty nerve-wracking for me. Especially on the first race day, things were going pretty well for me before, in position three shortly before the finish, I just coasted, which was not my fault. I still have a score to settle with New York. The track is very narrow and in some of the tight turns the cars get caught in an extreme traffic jam – especially right after the start. Overtaking is not easy without having brief contact now and then.”

Additional info about New York

The Globalization and World Cities Research Network (GaWC) in its most recent index of the world’s most important cities awarded the highest possible rating of Alpha++ to New York. So the 8.5 million residents, nearly 20 million in the metropolitan area and 50 million tourists per year can consider themselves lucky. In terms of public transit, the U.S. megacity has earned best marks. The subway is fast, air conditioned and very cheap. Some 6,000 cars on 27 lines haul 4.5 million passengers daily between nearly 500 metro stations. An iconic vehicle in the traffic above ground and practically a symbol of the city is the “yellow cab.”



Races 13 + 14

Montreal (CDN)

Facts and figures

Date: July 28/29, 2018

Track name: Montreal Formula E Street Circuit

Track length: 2.745 kilometers

Turns: 14

Top speed: approx. 195 km/h

Fastest/slowest turn: approx. 110/50 km/h

Previous winners: Lucas di Grassi, Jean-Éric Vergne (2017)

Best result of Audi Sport ABT Schaeffler: 1st, Lucas di Grassi (2017)

Lap record, qualifying: Sam Bird, 1m 22.012s (2017)

Lap record, race: Nicolas Prost, 1m 23.444s (2017)

Lucas di Grassi about the races

“I won the Formula E title in Montreal – that was the greatest day in my career so far. It’s nice that Montreal again closes the season. Together with Buenos Aires, Montreal was my favorite event last season. The circuit is pretty long and offers some overtaking opportunities, interesting up-and-down sections, various types of turns and a long straight. The atmosphere in Montreal is breath-taking. So, all in all, I have only positive memories of Montreal.”

Additional info about Montreal

Due to its location on an island, Montreal can only be reached by land via 24 bridges and three tunnels. In urban transportation, the Metro subway particularly stands out. Seven lines carry 1.1 million passengers per day on a total distance of 69 kilometers. With that, Montreal has Canada’s most frequently used subway. Those who do not wish to travel in Montreal in motor vehicles can use bicycles. In the “Copenhagenize Bicycle-friendly Cities” index, Montreal has been continually ranked in the top 20 for years. Since 2009, the network of bicycle paths has been extended from 400 to 750 kilometers.



Statistics

Formula E facts and figures

General

Seasons: 3

Races: 33

Tracks driven: 14

Fewest vehicles classified in a race: 13

Biggest advantage in a race: 13.884 seconds

Smallest advantage in a race: 0.106 seconds

Drivers (top three respectively)

Most titles: Sébastien Buemi, Lucas di Grassi and Nelson Piquet jr. 1 each

Most victories: Sébastien Buemi 12, Lucas di Grassi 6, Sam Bird 5

Most podium finishes: Lucas di Grassi 20, Sébastien Buemi 17, Sam Bird 9

Most pole positions: Sébastien Buemi 7, Jean-Éric Vergne and Sam Bird 4 each

Most fastest race laps: Sébastien Buemi 7, Sam Bird 4, Nelson Piquet jr. and Nicolas

Prost 3 each

Champions

Lowest age: 27 years, 7 months, 3 days (Sébastien Buemi 2015/2016)

Highest age: 32 years, 11 months, 18 days (Lucas di Grassi 2016/2017)

Biggest advantage: 24 pts (181-157 Lucas di Grassi – Sébastien Buemi, 2016/2017)

Smallest advantage: 1 pt (144- 143 Nelson Piquet jr. – Sébastien Buemi, 2014/2015)

Highest win rate: 30 % (Sébastien Buemi 2015/2016, 3 wins in 10 races)

Title without pole position: Nelson Piquet jr. 2014/2015

Title without fastest race lap: Lucas di Grassi 2016/2017

Championships decided before the last race: 0

Teams (top three respectively)

Most titles: Renault e.dams 3

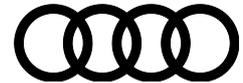
Most victories: Renault e.dams 15, Audi Sport ABT Schaeffler 6, DS Virgin 5

Most podium finishes: Audi Sport ABT Schaeffler 24, Renault e.dams 22, DS Virgin 13

Most pole positions: Renault e.dams 10, DS Virgin 5, Audi Sport ABT Schaeffler and

Dragon Racing 4 each

Most fastest race laps: Renault e.dams 10, DS Virgin 5, Mahindra Racing 4



Partners

Audi's partners in Formula E

On entering the Formula E electric racing series as a manufacturer, Audi can rely on the support of renowned partners.

Alpinestars

Pioneering technology for racing since 1963, Alpinestars is today the world's premier motorsport performance protection, apparel and footwear company. Thousands of hours of Research & Development and testing in the most challenging conditions ensure the ultimate performance of Alpinestars race suits, boots, gloves and technical underwear for Team Audi Sport ABT Schaeffler drivers Lucas di Grassi and Daniel Abt.

Deutsche Post

Deutsche Post is Europe's biggest postal services provider. The products and services portfolio combines the present and future of postal and communications services: from the delivery of letters and parcels to secure electronic communications through to dialog marketing. As a pioneer, the company develops new technologies such as CO₂-neutral shipping and logistics solutions for online shops.

DHL

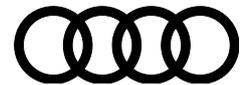
DHL with some 350,000 employees is the globally leading brand in logistics. As a "family of divisions" the DHL divisions offer a unique logistics portfolio – from national and international parcel delivery to transportation and fulfillment solutions in e-commerce, international express shipping and road, air and sea cargo transportation through to supply chain management.

HYLA

HYLA is the market leader in air and room cleaning systems. The products from the company based in Filderstadt, Germany, remove fine dust, gases, allergens and mites during the cleaning process and aromatize the air in the room at the same time. In the HYLA system, the aspirated pollutant is stored in a water tank that can simply be emptied.

ITK Engineering

ITK Engineering GmbH is an internationally active technology company with customers in the automotive, motorsport, medical device, rail technology and facility engineering, and robotics sectors. As a consulting and development partner, ITK achieves customer-specific solutions in areas such as electrical systems/electronics,



digitalization, network integration, automation and drive concepts. The company covers the entire development cycle – from requirements analysis to development and validation through to integration – and in motorsport also provides trackside support to testing and racing events.

KUKA

KUKA is an internationally active automation group with some 13,200 employees. As one of the world leaders in the field of intelligent automation solutions, KUKA offers customers everything from a single source: from the component – the robot – to the cell and through to fully automated systems in automotive, electronics, consumer goods, metal industry, logistics/e-commerce, healthcare and service robotics sectors. The group is headquartered in Augsburg, Germany.

LGT

LGT is the world's largest private banking and asset management group owned by a family of entrepreneurs. As the family office of the Princely House of Liechtenstein, the company has many years of experience in managing large estates. LGT employs more than 3,000 people at more than 20 locations in Europe, America, Asia and the Middle East.

MASCOT

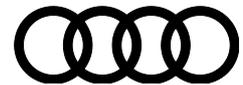
MASCOT is a Danish family-owned company that develops and produces workwear and safety shoes, and exports its products around the world. MASCOT employs more than 2,300 people worldwide and with its products and solutions addresses the construction trade, structural and civil engineering, logistics and manufacturing, among others. The workwear is produced at the company's own CSR-certified production sites in Vietnam and Laos.

MegaRide

The MegaRide software is based on models developed at the "Federico II" University in Naples, Italy. It is focused on vehicle dynamics and specifically on the interaction between the tires and the road. Objectives of the partnership include the prediction of grip conditions, thermal dynamics and tire degradation in order to optimize strategic decisions and vehicle setup.

Riello UPS

RPS S.p.A. (Riello UPS) is one of the global leaders in the production of uninterruptible power supply and standby power supply systems. The products from Riello UPS which are designed and manufactured in Italy are used wherever consistent voltage and reliability are crucial to business success – from desktops through to data centers.

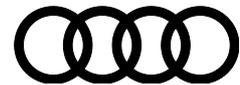


Schaeffler

The Schaeffler Group is a globally active integrated automotive and industrial supplier based in Herzogenaurach, Germany. The Schaeffler Group makes a key contribution to “Mobility for tomorrow” with precision components and systems in engine, transmission and chassis applications, as well as rolling and plain bearing solutions for a large number of industrial applications.

Würth Elektronik

The Würth Electronics Group with more than 8,000 employees in 50 countries manufactures and sells electronic, electromechanical components, printed circuit boards and smart systems, and is an independent group of companies within the worldwide Würth Group, the global market leader in assembly and fastening technology. The Würth Elektronik eiSos business unit specializes in electronic and electromechanical assembly components.



Audi motorsport history

From quattro to e-tron

Audi positions itself as the sportiest manufacturer in the premium segment and has a perfect basis to do so: motorsport. Sportiness, advanced technology and emotive design are the basis for the success of the Audi brand. The genes for this have their origin in racing – since 1980.

The success story began with the Audi quattro

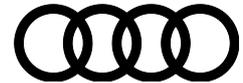
Excluding the era before the Second World War including the legendary Auto Union Grand Prix race cars in the 1930s, the motorsport history of AUDI AG began with the Audi quattro. The dominant victories and two manufacturers' and two drivers' titles achieved with the "original quattro" in the World Rally Championship between 1982 and 1984 were an important factor in the market success of quattro drive.

quattro victorious in circuit racing as well

After Audi had turned rally racing upside down and stormed up Pikes Peak (USA) with the Sport quattro in record time on three successive occasions, Audi made quattro drive fit for circuit racing as well: initially with the Audi 200 quattro and the Audi 90 quattro IMSA GTO in the United States, in 1990 and 1991 with two championship titles for the Audi V8 quattro in the German Touring Car Championship (DTM) – and ultimately also with the A4 in the production-based super touring cars. In 1996, the Audi A4 quattro won championship titles in seven countries. Between 2012 and 2016, the all-wheel drive system returned to the race track as the e-tron quattro.

Audi R8 most successful Le Mans sports car in present-day racing

After the dominant quattro drive was banned from touring car racing, Audi switched to sports prototypes and underpinned its slogan "Vorsprung durch Technik" in this motorsport category for 18 years as well. On making its debut at Le Mans, the toughest endurance race in the world, Audi, in 1999, immediately managed the leap onto the podium, in position three. In the following years, the Audi R8 was in a class of its own. From 2000 to 2002, Audi achieved a historic hat-trick, not least thanks to TFSI technology that debuted in 2001 and subsequently made its way into production as well. In 2004 and 2005, customer teams clinched two further overall victories for Audi. The R8 secured its spot in motorsport history with a total of 63 victories in 80 sports car races.



Title wins following the return to DTM

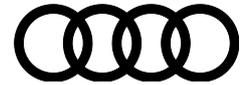
Following Laurent Aiello's victory with the Abt Audi TT-R in 2002, Audi returned to the DTM with a factory-backed commitment in 2004 and instantly won the title with Mattias Ekström. In 2007, the Swede triumphed again, followed by Timo Scheider in 2008 and 2009 – making Audi the first and so far only automobile manufacturer in DTM history to have managed a title hat-trick. Martin Tomczyk completed the success story of the Audi A4 DTM in the 2011 season with another title win – the fifth in total for the Audi A4 DTM. In 2013, Mike Rockenfeller in the Audi RS 5 DTM clinched another in a total of nine DTM titles for Audi.

Pioneering achievements with TDI technology

With TDI technology Audi achieved a pioneering feat and, at the same time, demonstrated “Vorsprung durch Technik” once again. In 2006, the Audi R10 TDI featuring a new concept was the first sports car with a diesel engine to triumph in the legendary 24 Hours of Le Mans. In total, TDI technology came out winning eight times at Le Mans. In 2007 and 2008, Audi was again victorious with the R10 TDI at La Sarthe. In addition, Audi won the American Le Mans Series with the diesel-powered racing sports cars three times in succession and, in 2008, the European Le Mans Series as well. With the R15 TDI Audi, in 2010, celebrated a one-two-three result in the fastest Le Mans race of all time and set a new distance record that has not been broken to date. In 2011, 2012, 2013 and 2014, Audi TDI power was again victorious at Le Mans. In 2014, the brand celebrated its 13th victory in just 16 participations. Audi demonstrates “Vorsprung durch Technik” in terms of energy efficiency as well. During the entire TDI era, Audi reduced diesel consumption by 46 percent within the space of one decade.

First hybrid winner at Le Mans

On clinching the first victory of a hybrid race car in the 24 Hours of Le Mans in 2012, Audi achieved another pioneering feat in the world's most important endurance race. Three consecutive times (2012, 2013 und 2014) the Audi R18 e-tron quattro remained unbeaten at Le Mans. Many other innovations such as Audi Laser Light have been added to these pioneering feats in technology. The drivers' and manufacturers' titles won with the hybrid sports car in the 2012 and 2013 FIA World Endurance Championship (WEC) complete the track record in Audi's sports car era that ended in 2016.

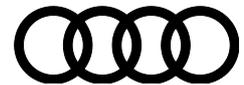


Audi Sport customer racing for the brand's customers

The R8 LMS in 2009 marked Audi's first systematic development of a race car for use in customer sport. The GT3 sports car with a component content of more than 50 percent having been adopted from production instantly impressed. By the end of 2016, Audi delivered more than 200 race cars to customers. In March 2015, Audi presented the second generation of the successful GT3 sports car. It has won the 24 Hours at Spa and, even twice, the 24 Hours of Nürburgring, plus achieved other victories and championship titles. Since 2017, the Audi RS 3 LMS designed for the TCR touring car category has complemented the range down to the entry level. Starting at the end of 2017, Audi Sport customer racing will be offering a third model, the Audi R8 LMS GT4, primarily developed for gentlemen drivers.

Vorsprung durch Technik to continue

As of the 2017 season, Audi has realigned its motorsport commitments. The company demonstrates Vorsprung durch Technik not only in the DTM, but also in two disciplines included in the brand's portfolio for the first time. Audi supports the rallycross team of Mattias Ekström who won the drivers' and teams' classifications in the 2016 FIA World Rallycross Championship. In the 2016/2017 season, Audi intensified its involvement in the Formula E team ABT Schaeffler Audi Sport. Audi is the first German automobile manufacturer to race in Formula E. It is the first ever series with all-electric race cars. Audi driver Lucas di Grassi won the title in the 2016/2017 season. The brand with the four rings subsequently took over the slot on the FE grid from ABT Sportsline. The team based in the German Allgäu region has been successfully present in Formula E ever since the electric racing series' inception and in the future will take care of the Audi race cars as the fielding team.



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Head of Communications Motorsport

Press Spokesman Formula E

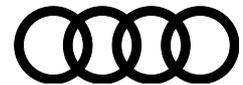
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Fuel consumption of the models named above

Audi A3 Sportback e-tron

Combined fuel consumption in l/100 km: 1.8-1.6*;

Combined electricity consumption in kWh/100 km: 12.0-11.4*

Combined CO₂ emissions in g/km: 40-36*

Audi Q7 e-tron 3.0 TDI quattro

Combined fuel consumption in l/100 km: 1.8 – 1.6*;

Combined electricity consumption in kWh/100 km: 12.0 – 11.4*

Combined CO₂ emissions in g/km: 40 - 36*

Audi e-tron

The vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

* Figures depend on the tire/wheel combination used and the engine/transmission version