



Communications Motorsport

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Audi presents the new A5 DTM

- **World debut at the International Motor Show (IAA) in Frankfurt**
- **Testing of the new DTM vehicle has begun**
- **Reduction of costs by up to 40 percent**

Ingolstadt/Frankfurt, September 12, 2011 – On the eve of the International Motor Show (IAA) in Frankfurt Audi presented its new DTM vehicle: After the V8 quattro (1990 to 1992) and the A4 (2004 to 2011) the brand with the four rings has opted to use a two-door coupe in the most popular international touring car series for the first time.

The new Audi A5 DTM, which bears the internal project name “R17” at Audi Sport, conforms to the new Technical Regulations that will come into effect in the 2012 season. The project was premised on three key aims: the safety of the vehicles, reduction of the costs by up to 40 percent and a spectacular exterior design.

IAA visitors will have the opportunity to get a first-hand impression of the new car’s look at the Audi Hall from September 13th to 25th. The Audi A5 DTM appears lower and sturdier than its successful predecessor with which Audi has won four of the last seven DTM titles. Underneath the body, which is completely made of carbon, a new type of chassis features a hybrid construction. The combination of a carbon fiber monocoque and steel cage sets new standards in terms of safety for a race touring car. In addition, the chassis is one of more than 50 components which are identical for all DTM vehicles.

“Due to these shared components it was possible to achieve the cost reduction target of up to 40 percent without compromising on the safety and attractiveness of the DTM vehicles,” explains Head of Audi Motorsport Dr. Wolfgang Ullrich, who has been in charge of the new Audi A5 DTM development.

The A5 DTM is 5.01 meters long, 1.95 meters wide and 1.15 meters low. The wheelbase of all DTM vehicles is identical, i.e. 2,750 millimeters. Like its predecessor, the A5 DTM is powered by a V8 engine with an output of about 340 kW



(460 HP). The six-speed transmission, now pneumatically operated using paddle shifters in the steering wheel, is a new development. The shifting events are more precise compared with conventional manual gearshifts and allow the mileage of the unit to be quadrupled to up to 24,000 kilometers.

The engine electronics (Bosch MS 5.1), which operate without fuses, and the central display that is already being used in the Audi R8 LMS are state-of-the-art as well. The exclusive tire partner Hankook is supplying larger and wider tires with dimensions resembling those of LMP2 sports cars.

A safety fuel tank with a capacity of 120 liters is integrated with the carbon fiber cell of the Audi A5 DTM. It would allow the current distance of a DTM race to be covered without a refueling stop. For longer races a quick refueling system is in development.

The engine sub-frame at the front and the transmission at the rear are identical for all DTM cars and limit the freedom of the engineers with respect to the suspension, which has to be mounted to these shared components. In addition, steel as the material for the A-arms and the tube dimensions are specified. For the hub carrier, the regulations define the material and the production process to be used. A milled aluminum part with a minimum weight is prescribed. Furthermore, a strict provision in the regulations defines the wheel hubs and the rims for all entrants.

The possibilities in the area of aerodynamics are restricted as well. Air flow through the body, as in the case of the current A4 DTM, and complex additional wings at the rear are no longer allowed. This creates a stronger visual resemblance between the race car and the production model. At the same time the new DTM vehicles are to respond less sensitively to body contact with other vehicles and deliver slipstream improvements – also thanks to the larger rear wing.

“In the past, Audi has had very innovative solutions particularly in the area of aerodynamics in the DTM,” says Dr. Martin Mühlmeier, Head of Engineering at Audi Sport. “Since these areas have been subjected to severe restrictions good detailed solutions will now be crucial to achieving advantages over the competition.”

The “R17” project was launched in May 2010 and a month later the decision was made that the A5 would serve as the base model. Trials in the model wind tunnel have been run since February 2011. The roll-out was successfully performed on July 29, 2011 by Martin Tomczyk. Since then testing of the A5 DTM has been in progress. The homologation of the A5 DTM is scheduled for March 1, 2012 – until then the



engineers at Audi Sport in Ingolstadt and Neckarsulm still have time to fine-tune the detailed solutions.

The Audi Group delivered around 1,092,400 cars of the Audi brand to customers in 2010. The Company posted revenue of €35.4 billion and an operating profit of €3.3 billion in 2010. In the first half of 2011, the Audi Group sold 652,970 vehicles bearing the four rings worldwide and achieved record figures in terms of revenue (€21.5 billion) and operating profit (€2.5 billion). Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). Aurangabad in India saw the start of CKD production of the Audi A6 at the end of 2007, of the Audi A4 in early October 2008 and of the Audi Q5 in July 2010. Production of the new Audi A1 has been running at the Brussels plant since May 2010. The Audi Q3 has been built in Martorell (Spain) since June 2011. The Company is active in more than 100 markets worldwide. AUDI AG's wholly owned subsidiaries include AUDI HUNGARIA MOTOR Kft., Automobili Lamborghini Holding S.p.A. in Sant'Agata Bolognese (Italy) and quattro GmbH in Neckarsulm. Audi currently employs around 60,000 people worldwide, including around 46,600 in Germany. Between 2011 and 2015 the brand with the four rings is planning to invest more than €11 billion, mainly in new products, in order to sustain the Company's technological lead embodied in its "Vorsprung durch Technik" slogan. By 2015, Audi plans to increase the number of models in its portfolio to 42.

Audi has long been fulfilling its social responsibility on many levels – with the aim of making the future worth living for generations to come. The basis for Audi's lasting success is therefore formed by environmental protection, the conservation of resources, international competitiveness and a forward-looking human resources policy. One example of AUDI AG's commitment to environmental issues is the newly established Audi Environmental Foundation. Under the heading of "Audi balanced mobility," the Company is directing its activities toward a major goal – comprehensive CO₂-neutral mobility.