



**Communications Motorsport**

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## **Logistic trip around the world for Audi**

- **Preparation for the new Audi R18 e-tron quattro's 'global journey'**
- **38 tons of material for FIA World Endurance Championship (WEC)**
- **Transportation by truck in Europe and air to overseas venues**

**Ingolstadt, February 11, 2014 – The new Audi R18 e-tron quattro will be running in eight World Championship rounds in Europe, Asia, North and South America in the 2014 season. The logisticians of Audi Sport Team Joest manage a sizeable cargo volume that will be transported around the globe.**

“A World Championship such as the WEC is not only a great sporting and technological challenge but has to be prepared with high precision in terms of logistics as well,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “In Audi Sport Team Joest we’re relying on a squad that has been at home on the world’s race tracks for decades and that knows what counts – with respect to major tasks as well as details.”

While the team has been testing since January, the actual racing season, in terms of logistics, starts with the easier part. After the season opener at Silverstone in the UK on April 20, the Spa 6 Hours in Belgium will follow two weeks later. Four weeks after Spa, on the first weekend in June, the team will require the material on the test day at Le Mans, where the 24-hour race will be held 14 days later. Within Europe, the entire hardware as well as the race cars of Audi Sport and Audi Sport Team Joest will be transported by road.

Audi is preparing three hybrid sports cars for the races at Spa and Le Mans. The squad will be contesting the other WEC rounds with two R18 e-tron quattro cars. 14 weeks after Le Mans, the first of five overseas races follows at Austin in the USA. The FIA World Endurance Championship has set up a logistical infrastructure for all teams and will be moving about 200 tons of components to the events by cargo aircraft. In addition, some material, time permitting, will be transported to individual races by sea freight. Starting in Europe, a distance of about 49,000 kilometers will be covered to travel to the stops at Austin/USA (Sep 20), Fuji/Japan (Oct 12), Shanghai/China (Nov 02), Bahrain (Nov 15), São Paulo/Brazil (Nov 30) and



back to Germany. “The material doesn’t return to Germany between these stops,” says Chris Reinke, Head of LMP at Audi Sport. “This means we’ve got to consider the mileage limit of the individual components plus possible accident damage in our planning. There are some particularly stressed components, which are subject to defined replacement cycles, as well as single components that are used several times.”

In addition to the race cars and the spare parts for the vehicles, tools – from wrenches through to lifting platforms and other garage infrastructure – travel by air. The team members stow around 36 tons of materials in 176 flight cases – these are rugged containers that are typically equipped with casters. This means that, together with the race cars, about 38 tons of equipment are packed on 19 aircraft pallets.

In addition to the transportation of the material, the company plans the deployment of its logistics experts with pinpoint precision. A set-up and dismantling team travels to the 6-hour races a day earlier to receive the shipment and to set up the garage, and stays a day longer to dismantle the equipment after the race. Consequently, an event may last between ten or twelve days for some team members, depending on the location. And for the logisticians, a new year always begins in December. Immediately following their return from the last round of the 2013 season in Bahrain, they started to prepare for the new season.

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**Note to editors:** Every Monday until the Le Mans race in June, we will be providing you with new background information on the R18 project and Audi’s commitment in the world’s most famous endurance race that will be held on June 14/15 this year. Next week’s topic: the efficiency regulations.

The Audi Group delivered around 1,575,500 cars of the Audi brand to customers in 2013. From January through the end of September 2013 the Company posted revenue of €37 billion and an operating profit of €3.74 billion. The Audi Group is globally present in more than 100 markets and produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Brussels (Belgium), Bratislava (Slovakia), Martorell (Spain), Kaluga (Russia), Aurangabad (India), Changchun (China) and Jakarta (Indonesia). The brand with four rings produces cars also in Foshan (China) since December 2013, in 2015 in São José dos Pinhais (Brazil) and 2016 in San José Chiapa (Mexico). AUDI AG’s wholly owned subsidiaries include quattro GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and the sports motorcycle manufacturer Ducati Motor Holding S.p.A. (Bologna, Italy). The Group currently employs almost 73,000 people worldwide, including around 50,000 in Germany. Total investment of around €22 billion is planned from 2014 to 2018 – mainly in new products and sustainable technologies. Audi lives up to its corporate responsibility and has strategically established the principle of sustainability for its products and processes. The long-term goal is CO<sub>2</sub>-neutral mobility.