

# FACT SHEET 08/2014

# DTM LAUSITZRING

SEPTEMBER 14

SCHAEFFLER



↗ **3,478** m  
Track length

**#1** Audi RS 5 DTM  
Mike Rockenfeller (30/D)  
Audi Sport Team Phoenix

150 km/h  
Fastest turn



254 km/h  
Top speed

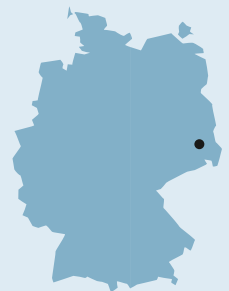
+160 km/h  
Longest acceleration phase (900 m)

ADAC-Kurve

75 km/h  
Slowest turn



Hörlitzer Eck



**52** laps  
equate 180.856 km

- Full points score at 75 % of distance completed (39 laps)
- Pit stop window: lap 17 to 35
- Max. 25 laps on option tires

## BEST OF LAUSITZRING (DTM)

Track record (q) ..... G. Paffett (Mercedes-Benz), 1m 17.463s (2013)  
Track record (r) ..... M. Rockenfeller (Audi), 1m 18.268s (2013)  
2013 polesetter ..... C. Vietoris (Mercedes-Benz), 1m 17.715s  
2013 winner ..... G. Paffett (Mercedes-Benz)  
Record winner B. Schneider, G. Paffett (both Mercedes-Benz; 3 wins each)  
Complete track info ..... [www.lausitzring.de](http://www.lausitzring.de)



# ROCKY'S VIEW

**Mike Rockenfeller:** "Last year, I finished in second place at the Lausitzring. Starting from position six, we extracted the maximum. I almost could have battled for victory, but in all fairness I've got to say that Gary Paffett was simply faster in the end. After second place at the Nürburgring, I'm tackling the next races with a positive feeling and am going to give my best as long as everything is still open. Let's see what the outcome will be."

Data provided with compliments of

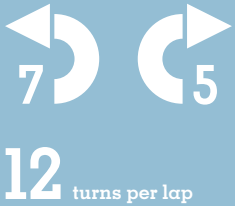


best finish of Rocky at Lausitzring (2013)



# 65%

driven at full throttle



# 2.6 G

cornering force (fastest turn)



## Shifting events



# 24

per lap

# 1,248

per race

## SCHAEFFLER FACTS

>80,000 ..... Employees  
2,100 ..... Patents filed in 2013  
170 ..... Locations worldwide  
60 ..... Schaeffler components in automobiles worldwide (average)  
4 ..... Titles for Schaeffler touring cars in the DTM

### Jürgen Jungklaus (Audi Sport Team Phoenix race engineer):

"Similar to Budapest, this track again has an extremely large amount of bumps requiring very good damper settings. The entrance to the Hörtlitzer Eck and the subsequent fast turn pose a great challenge to the drivers. The car has to have good grip there in order to enter the backstraight with the required speed. In the fast finish turn, we try to stay on the inside in order to save some meters. That doesn't always work out, but is extremely important particularly on the last lap."

## Performance weights



additional weight in Rocky's Audi RS 5 DTM

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### AUDI RS 5 DTM

- Chassis: Carbon fiber monocoque with integrated fuel cell; front, rear and lateral CFRP crash elements
- Aerodynamics: Standard rear wing, adjustable by 15° (DRS)
- Engine: Normally aspirated 90° V8, 4 valves per cylinder, 4,000 cc, approx. 340 kW (460 hp)
- Transmission type: Rear wheel drive, 6-speed seq. gearbox
- Base weight: 1,120 kg (including driver)
- Fuel tank capacity: 120 l
- Length: 5,010 mm, Width: 1,950 mm, Height: 1,150 mm
- Wheel base: 2,750 mm, Track width: max. 1,950 mm
- Tires: Hankook, front: 300-680-18; rear: 320-710-18