

# Fact Sheet XXL

SCHAEFFLER

DTM Brands Hatch

August 11/12, 2018

Races 11 & 12



[#DTMBrandsHatch](#)

Brands Hatch returns to the DTM. Schaeffler driver Mike Rockenfeller as the most recent winner on the UK circuit to date is traveling to the event with fond memories



Touring car elite +++ Brands Hatch +++ All races +++ Team +++ Driver +++ Car +++ Partner Audi +++ This is the DTM +++ Interview with executive board members +++ History: Schaeffler in the DTM +++ Schaeffler and the IC engine +++ Strategy: mobility for tomorrow +++ Facts and figures +++ Race track +++ Schedule +++ Contacts

# Editorial

Spectacular races, overtaking maneuvers galore, many different winners – the 2018 DTM has been delivering on its promises. In a season that has been generally difficult for Audi, Schaeffler brand ambassador Mike Rockenfeller, with a podium finish in the season opener at Hockenheim, set a highlight. As the most recent winner there

to date, in 2013, Rocky has positive memories with respect to the upcoming event at Brands Hatch. This season, the circuit is making its comeback to the DTM. At Schaeffler, we hope that Mike Rockenfeller will be able to repeat his previous success. I can only warmly recommend that you visit a DTM event. We have summarized information, facts and figures for you in this brochure.



Jörg Walz  
Vice President Sponsoring &  
Head of Corporate Communications Future Trends

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# The touring car elite

Some of the world’s most notable drivers fight gripping duels in high-tech race cars with more than 500 horsepower on race tracks throughout Europe

The internationally most popular touring car series has been captivating fans since 1984 with a mix of attractive motorsport and a program featuring a variety of entertainment. Three German premium manufacturers pitted against each other in high-caliber racing, an enhanced event calendar, two races per weekend, six different countries hosting the DTM – the overall conditions for the 2018 season could not be better.

Even in the DTM’s early years, Schaeffler supported drivers and teams with its motorsport and technical know-how, emphasizing its passion for technology. Since 2011, the company has been giving its name to the Schaeffler Audi and has celebrated major successes including two title wins. This season, Schaeffler, Audi, Phoenix Racing, the Schaeffler Audi RS 5 DTM and driver Mike Rockenfeller are again forming a unit that promises to deliver success.



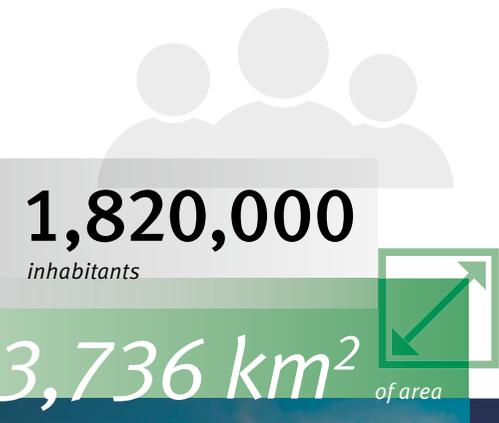
# #DTMBrandsHatch

Brands Hatch–Herzogenaurach 775 km

A classic on many motorsport calendars, but not a town per se: that’s Brands Hatch

## Country and people

Brands Hatch aka Brands Hatch Circuit is the name of the famous circuit in England. It is located in the village of Fawkham near the town of Dartford with a population of 90,000 that belongs to the County of Kent in the southeast of the country. Up until the end of the 19th century, England was divided into 39 counties. Today, they have no administrative significance, but certainly a historic one. Kent has about the same number of inhabitants as the German metropolis Hamburg, albeit spread across an area five times as large as this German city.



## Electronic path to the future

The United Kingdom’s current budget plan includes many measures to promote electric mobility, among other things. For instance, 450 million euros are to be invested in new charging stations and 112 million euros in incentives for buying electric vehicles. Automakers like Jaguar are keeping up with the times as well. From 2020 on, all model ranges are to be made available with electrified powertrains. A curious project: Jaguar has even equipped its legendary E-Type from the 1960s with an electric drive system.

## Race track

The inaugural race at Brands Hatch was held as far back as in 1926. Following several modifications, the venue hosted mainly Formula 3 and Formula 2 races in the 1950s. Between 1964 and 1986, Formula One visited Brands Hatch for 14 Grands Prix. Between 2006 and 2013, Brands Hatch – albeit the 1.9-kilometer Indy version – was a regular venue on the DTM calendar. Now, in 2018, the circuit is celebrating a comeback. For the first time, the race will be held on the 3.9-kilometer Grand Prix configuration. Schaeffler driver Mike Rockenfeller clinched victory in the most recent DTM race at Brands Hatch to date.



Concrete behemoth The 812 meter long Queen Elizabeth II Bridge in Dartford crosses the River Thames

**Brands Hatch in August**

- 21 °C Daytime temperature
- 13 °C Nighttime temperature
- 7 Hours of sunshine/day
- 11 Days of rain/month

# More racing action

20 races in six European countries – the 2018 DTM calendar is more extensive than it has ever been since the 1996 season

## 1 & 2

### Rocky in contention at the front

May 5/6, 2018

With his second place clinched in race two Mike Rockenfeller was the best Audi driver in the season opener at Hockenheim. In the drivers' standings he is in third position tied on points with another contender.



Hockenheim Deutschland



Brands Hatch United Kingdom

### Comeback

August 11/12, 2018

Following a four-year break, the DTM is returning to the motherland of motorsport. The races will not be held on the short version as before, but on the full Grand Prix circuit.

# 11 & 12

## Drivers' standings

Pos.	Driver	Manufacturer	Points
1	Gary Paffett (GB)	Mercedes-Benz	148
2	Paul Di Resta (GB)	Mercedes-Benz	121
3	Timo Glock (D)	BMW	101
4	Marco Wittmann (D)	BMW	98
5	Edoardo Mortara (CH)	Mercedes-Benz	97
6	Lucas Auer (A)	Mercedes-Benz	89
7	Philipp Eng (A)	BMW	67
8	Pascal Wehrlein (D)	Mercedes-Benz	65
9	René Rast (D)	Audi	49
10	Bruno Spengler (CDN)	BMW	43
11	Mike Rockenfeller (D)	Audi	34

## Teams' standings

Pos.	Team	Points
1	Mercedes-AMG Motorsport PETRONAS	213
2	SILBERPFEIL Energy Mercedes-AMG Motorsport	186
3	BMW Team RMR	168
9	Audi Sport Team Phoenix	51

## Manufacturers' standings

Pos.	Manufacturer	Points
1	Mercedes-Benz	547
2	BMW	358
3	Audi	165



### Damage limitation

May 19/20, 2018

On a weekend that was difficult for Audi across the board, Schaeffler driver Mike Rockenfeller still managed to stand out. In race two, Rocky took eighth position.



Lausitzring Germany

## 3 & 4

Norisring Germany



## 7 & 8

### No points

June 23/24, 2018

For the first time this season, Rockenfeller goes home from a weekend completely empty-handed. The highlight: his best time in the second free practice.



Misano Italy

## 13 & 14

### Double premiere

August 25/26, 2018

Misano World Circuit, usually a venue for motorcycle racing, is celebrating a premiere in the DTM. In addition, the track will host the series' first night races (each starting at 10.20 PM).

Budapest Hungary



## 5 & 6

### Spearhead

June 2/3, 2018

With a fourth place scored in race two at the Hungaroring that was heavily influenced by the weather Rocky defended his top spot within the Audi lineup.

## 15 & 16

### Long runner

September 8/9, 2018

The Nürburgring is the only track to have continuously appeared on the calendar ever since the DTM's 1984 inaugural season. The races are held on the short version of the Grand Prix circuit.



Nürburgring Germany

## 9 & 10

Zandvoort Netherlands



### Misfortune for Rockenfeller

July 14/15, 2018

In race two, while lying in fifth place, Mike Rockenfeller's car suffers a puncture. However, on setting the fastest race lap, Rocky shows his potential.

Spielberg Austria



### Natural spectacle

September 22/23, 2018

Formerly having hosted races under the name of Österreichring and subsequently A1-Ring, the Red Bull Ring has been part of the DTM program since 2011. It is famous for its idyllic surroundings.

## 17 & 18

## 19 & 20

### Showdown

October 13/14, 2018

The grand finale not to be missed: In nine of the past 15 seasons, the DTM title was only awarded on the last race weekend.



Hockenheim Germany

# Congenial *quintet*

Premium partner **Schaeffler**, manufacturer **Audi**, fielding team **Phoenix Racing**, driver **Mike Rockenfeller** and the **Schaeffler Audi RS 5 DTM** race car – these players are jointly battling for points and trophies in the 2018 DTM

## Titles and victories

Schaeffler has celebrated triumphs in series such as:  
 DTM, Formula E,  
 WEC, 24 H Le Mans,  
 24 H Nürburgring,  
 Dakar Rally and  
 endurance rallies

## SCHAEFFLER

Innovative technology group +++ Motorsport as a platform for technology between road and race track +++ Has been supporting DTM teams and drivers since the 1980s +++ Has been naming sponsor of the Schaeffler Audi since 2011 +++ Responsible for the powertrain technology of the championship-winning team in Formula E



## DTM

2 x driver champions  
 1 x team champion

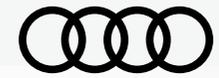
## GT victories

4 x 24 H Nürburgring  
 2 x 24 H Spa  
 1 x 12 H Bathurst



**PHOENIX RACING**

Formed in 1999 +++ Home base in Meuspath located directly at the Nürburgring +++ Active in DTM since 2000, as official Audi factory team since 2006 +++ Phoenix provided the DTM Champion in 2011 and 2013 +++ GT racing is second pillar – major successes: four victories in 24 Hours of Nürburgring



Active in motorsport with factory commitment since the 1980s +++ Initially active in DTM in the 1990s +++ Factory-backed comeback in 2004 season +++ Also involved in Formula E, rallycross, GT and TCR racing +++ Long-standing partnership with Schaeffler in production car sector +++ Left: examples of Schaeffler technologies at Audi



**Auto Union DKW F89** 1950  
 Cage-Guided INA Needle Bearing



**Audi A4** from 1995  
 Overrunning Alternator Pulley



**Audi A5 Sportback** from 2007  
 Thermal Management Module



**Audi SQ7** from 2016  
 Electromechanical Roll Stabilizer

## Formula E

1 x drivers' champion

## WEC

2 x drivers' world champion

2 x manufacturers' world champion

13 x 24 H Le Mans winner

## DTM/Super Touring Cars

10 x drivers' champion (DTM)

4 x manufacturers' champion (DTM)

12 x drivers' champion (STW)

8 x manufacturers' champion (STW)

## Rally

2 x drivers' world champion

2 x manufacturers' world champion

#99

- 2004 1st Porsche Carrera Cup
- 2006 1st 24 H Nürburgring
- 2008 1st Le Mans Series
- 2010 1st 24 H Le Mans
- 2013 1st DTM



## Mike Rockenfeller

Date of birth October 31, 1983  
 Place of birth Neuwied (D)  
 Residence Landschlacht (CH)  
 Height 1,75 m  
 Weight 68 kg

**Chassis**  
 CFRP monocoque with integrated fuel cell

**Engine**  
 Gasoline V8 aspirated,  
 4 valves per cylinder

**Drivetrain**  
 4-plate CFRP clutch,  
 Semi-automatic 6-speed transmission

**Suspension**  
 Independent front and rear, double wishbones, pushrod system

## Schaeffler Audi RS 5 DTM

1,115 kg  
 Weight including driver

5,010 mm Length

> 500 hp  
 Power output

1,950 mm Width

275 km/h  
 Top speed

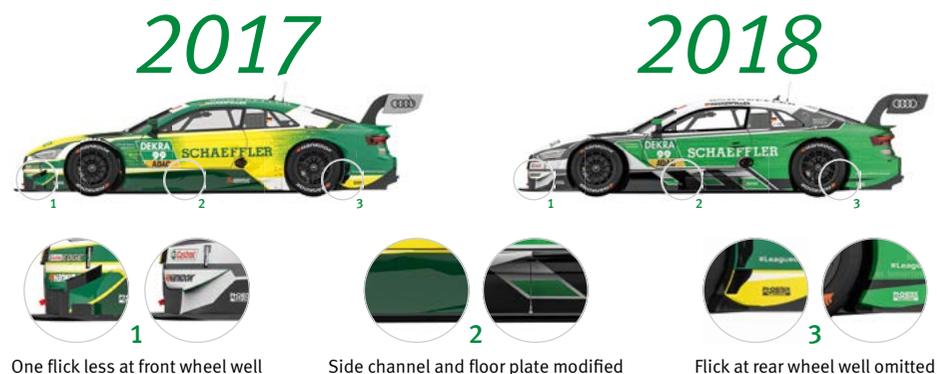
1,150 mm Height



# This is the **DTM**

The DTM has been thrilling its fans for more than three decades, thanks to the organizers and the governing body who keep working on making the popular touring car series even more attractive and exciting with ever new ideas.  
A summary of sporting and technical aspects that define the DTM

## Aerodynamics



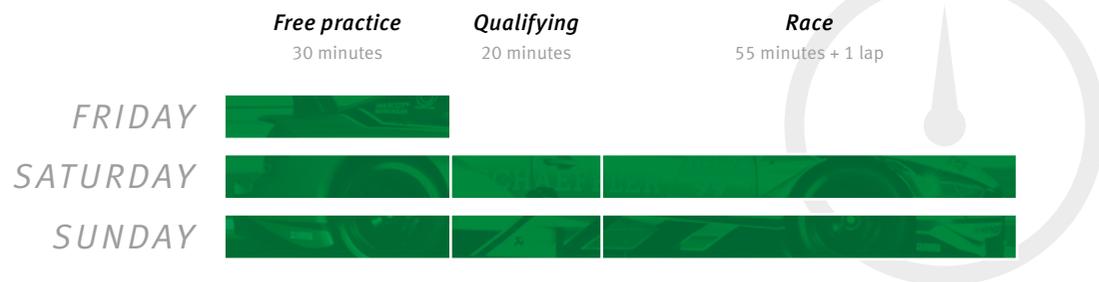
One flick less at front wheel well

Side channel and floor plate modified

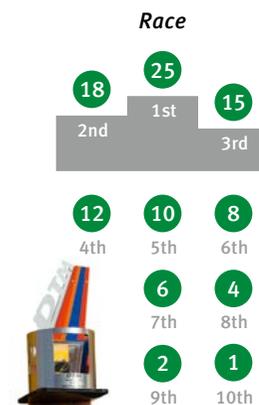
Flick at rear wheel well omitted

→ 25 percent less downforce resulting in greater spectacle for fans

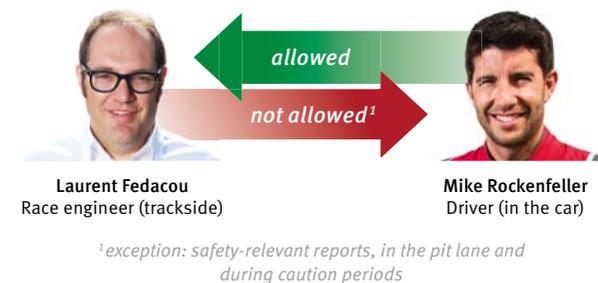
## Race format



## Points



## Radio



## Pit stop



**1** pit stop per race

**9** mechanics (max.), 1 impact wrench per side

**4** tires are changed

**Driver** decides when to pit

## Tires

8 sets of new slicks for entire weekend (+ 6 sets of wets)



Tire warmers banned for slicks

2 sets returned after free practice on Saturday → intended to prevent teams from saving tires



Prof. Peter Gutzmer (right), Deputy Chief Executive Officer and Chief Technology Officer of Schaeffler AG, and Matthias Zink, CEO Automotive of Schaeffler AG, in an interview

# 3 questions for ...

... Prof. Peter Gutzmer and Matthias Zink

*As far back as in the 1980s, DTM cars were racing with stickers of Schaeffler's LuK brand and since 2011, an Audi fully wrapped in Schaeffler's colors has been attracting attention. What's the objective that drives this commitment?*

*Peter Gutzmer: "Schaeffler has always been an innovation driver. About three decades ago, we extended our commitment from the factories to the race tracks in a manner of speaking in order to present our brands in the competitive environment of motorsport. Many cars not only in the DTM but also in other motorsport disciplines such as rally racing were emblazoned with logos of Schaeffler's LuK, FAG and INA. Today, we're communicating our brand values in motorsport under the 'One Schaeffler' theme. In addition, motorsport not only reflects the competitiveness of our products, but also strengthens the skills of our young engineers who increasingly often join us with experience from the Formula Student engineering design competition."*

*Talking about technology transfer: The technologies in race cars and production automobiles are frequently not so far apart from each other. How do these two fields benefit from each other?*

*Matthias Zink: "The complexity and speed in motorsport commitments sharpen the focus on what's essential and require our engineers to deliver feasible solutions at a fixed point in time. In addition, motorsport promotes team spirit. All this is beneficial for Schaeffler's daily work as a globally active automotive and industrial supplier as well."*

*As an official technology partner of Team Audi Sport ABT Schaeffler you are active in the Formula E electric racing series as well. This is a totally different field particularly in terms of the type of powertrain. IC engines and electric mobility – how do these two fit together in a portfolio in your case?*

*Peter Gutzmer: "Electric mobility is our future but, this said, electric mobility is the future of the IC engine as well. As many studies have shown, we're not going to achieve the envisioned targets by 2050 with purely battery-based electrification. Looking at it from the perspective of total systems, this will only be possible if we create CO<sub>2</sub>-neutral energy carriers using renewable energy sources which can ideally be achieved in an IC engine system. The future of our personal mobility will be defined by a sound mix of hybrids, efficient IC engines and electric powertrains."*

# Champion makers

From small stickers to full vehicle branding – Schaeffler has been progressively extending its DTM commitment over the past 30 years. Success in racing has proved the company right



## The beginnings

*The logo of Schaeffler's LuK product brand is featured on Kurt Thiim's racing suit and car, among others. In the first event, at Zolder in 1986, the Danish rookie races from second on the grid to victory. At the end of the season, Thiim even wins the title. In the following DTM years, the LuK, INA and FAG logos can be seen on many other cars of the Alpina, Audi, BMW, Ford, Mercedes-Benz and Opel marques and on the racing suits of their drivers.*



## 2011

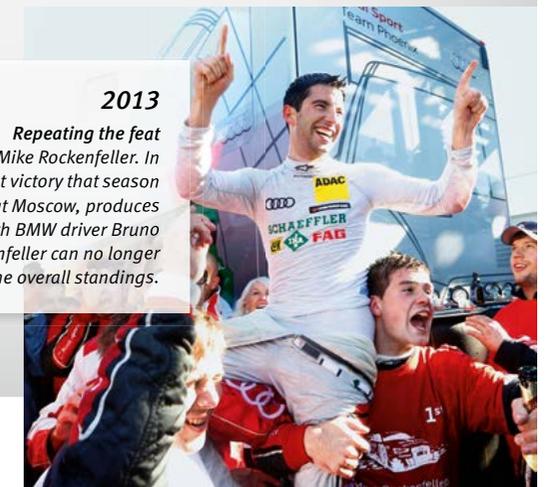
### Triumph in Schaeffler's colors

*For the 2011 season, Schaeffler concentrates its commitments and becomes the naming sponsor of a full race car of Audi Sport Team Phoenix. The Schaeffler Audi A4 DTM sporting conspicuous colors and dubbed "Caipirinha express" in the hands of campaigner Martin Tomczyk turns out to be a guarantee for points. In all ten races of the season, the Bavarian driver claims a place in the top five, celebrating three victories in the process. At the end of the season, he scores the title win. The whole Schaeffler Group is the champion in its DTM debut year.*

## 2013

### Repeating the feat

*In the 2013 season, the Schaeffler campaigner's name is Mike Rockenfeller. In just his second race, at Brands Hatch, he celebrates his first victory that season and takes the lead of the standings. Victory number two, at Moscow, produces an early decision in Rocky's favor in the title race with BMW driver Bruno Spengler. After the penultimate event at Zandvoort, Rockenfeller can no longer be bumped from the top spot in the overall standings.*





# Efficiently into the future

In the medium term, 70 percent of all newly registered vehicles – hybrid models included – will have an IC engine on board, according to a forecast by a Schaeffler scenario for 2030. In the light of future climate and emission targets, it is all the more important to make established powertrain technology fit for the future

For the globally active automotive and industrial supplier, it is clear that an either-or philosophy will not be sufficient on the road toward mobility for tomorrow. “Important keys to success lie in the ability to think systematically and in ambidexterity, the gift of acting with ‘both hands.’ This means continuing to develop the things that have proven viable while breaking new ground at the same time,” explains Prof. Peter Gutzmer, Schaeffler’s Chief Technology Officer.

The further development of things that have proven viable include, for example, rolling bearings for engines and transmissions with particularly low friction, as well as mechanically and electronically optimized control systems such as the UniAir fully variable electrohydraulic valve control and electromechanical camshaft

adjusters or VCR systems enabling variable compression ratios. Another highly attractive and effective technology: Schaeffler is testing three-cylinder engines with so-called rolling cylinder deactivation where a different combustion chamber is shut off after every four cycles. This is where Schaeffler’s patented dual-mass flywheels with pendulum-type absorbers for vibration absorption are utilized as well – an invention that for many years has been responsible for perfectly smooth running of ICE powertrains in a wide variety of configurations. In addition, it enables driving in particularly low engine speed ranges and thus yields additional savings potential.

## 45 percent efficiency realistic

In spite of continuous improvements, it is also clear that without additional electrification of the

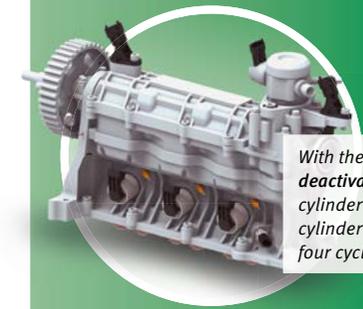
powertrain the IC engine will not be able to comply with future emission limits. Schaeffler has developed a large number of production solutions in this context, ranging from the thermal management module derived from the internal combustion engine to electric clutch systems to 48-V and hybrid technologies.

In 2030, Schaeffler expects that annual production just of so-called P0 hybrid drives, in which the electric motor is connected with the crankshaft of the IC engine via a belt, will amount to some 20 million units. These belt-driven starter-generators make it possible to recuperate braking energy to be stored in small, cost-effective lithium-ion batteries. The recovered energy can be used to restart the engine in start-stop or in coasting modes and to boost acceleration. To enable the dynamic alternation between various operating modes, Schaeffler, among other things, developed an electrically operated active belt tensioner. With these technologies Schaeffler expects that an efficiency increase of gasoline engines to 45 percent is realistic. That would raise it to the level of modern diesel units.

An important aspect of looking at efficiency is that Schaeffler goes beyond the consumption of the powertrain, instead considering the entire energy chain of mobility, from well (source) to wheel. In terms of emissions, the IC engine no longer compares so poorly with its electric competition if the analysis is based on the current electricity mix in which fossil fuels throughout the EU account for 44 percent. But even a complete switch to electricity produced from renewable sources would not necessarily mean the end of the IC engine. The combustion of synthetic fuels produced with green electricity is low in emissions and CO<sub>2</sub>-neutral. Synthetic fuels achieve a vehicle range comparable to that of fossil fuels and can be easily sold via existing filling station networks.

“Crucial for success is a holistic view of the powertrain and the interaction of the electric motor, the internal combustion engine and the related infrastructure,” explains Matthias Zink. “With its expertise in electric mobility as well as in engine and transmission systems and chassis Schaeffler is superbly positioned.”

## More efficiency – innovative technologies from Schaeffler



*With the rolling cylinder deactivation of a three-cylinder engine a different cylinder is shut off every four cycles*



*Electromechanical camshaft adjusters offer higher adjustment speeds than hydraulic systems*



*Electromechanical belt tensioners enable dynamic variation of the engine’s operating modes*



*The UniAir fully variable valve train system delivers the optimum amount of air to the combustion chamber for every operating point*

# Mobility for tomorrow

For Schaeffler, innovation has been part of its corporate DNA ever since the company was founded. Lateral and interdisciplinary thinking is part of the program

Schaeffler is known as an innovation leader delivering a wealth of technologies that make automobiles more fuel-efficient, environmentally friendly and safer. Additionally, the company offers products for trains, aircraft, wind turbines and many other industrial sectors. Schaeffler can be found wherever things are in motion. And motion means mobility as well. The challenges facing mobility of the future are immense. That's why Schaeffler is committed to its holistic "Mobility for tomorrow" strategy concept geared to finding sustainable solutions for the world of tomorrow.

**"Progressive climate change, increasing urbanization and globalization, as well as digitalization will have a substantial impact on our lives and work. This particularly applies to the field of mobility"**

Klaus Rosenfeld,  
Chief Executive Officer Schaeffler



## Compact info



**Mike Rockenfeller**

- 🌐 mike-rockenfeller.de
- 📘 mikerockenfeller
- 🐦 @m\_rockenfeller
- 📷 mike\_rockenfeller

### Schaeffler Audi RS 5 DTM

**Chassis**  
CFRP monocoque with integrated fuel cell, CFRP crash elements at the sides, front and rear

**Engine**  
Gasoline V8 aspirated engine, 4 valves per cylinder, 4,000 cc, more than 500 horsepower

**Driveline**  
Rear-wheel drive, 4-plate CFRP clutch, Semi-automatic 6-speed transmission with paddle shifters, adjustable plate-type limited-slip differential

**Suspension**  
Independent front and rear, Double wishbones, Pushrod system with spring/damper unit

**Basic weight**  
1,115 kg (including the driver)

**Dimensions**  
Length 5,010 mm, width 1,950 mm, height 1,150 mm

### Rockenfeller in the DTM



### Schaeffler facts

- > 90,000 employees worldwide
- 14 bn euros of sales in 2017
- 2,400 patent applications filed in 2017
- 26,000 active patents and patent applications
- 170 locations in 50 countries
- 75 plants worldwide
- 60 Schaeffler components in automobiles worldwide (average)
- 18 research and development centers worldwide

### Schaeffler in the DTM (2011–2018)



# The *race track*

Brands Hatch Circuit

**SCHAEFFLER**



## Schaeffler

- schaefflergroup
- @schaefflergroup
- schaeffler.com
- SchaefflerGlobal

## Audi Sport

- AudiSport
- @audisport
- audi.com/dtm
- audisport

## Phoenix Racing

- Phoenix.Racing.GmbH
- @phoenix\_racing
- phoenix-racing.de
- phoenixracing\_

# 3,908 m

Track length

- Start/Finish
- Pit lane entrance
- Media Center
- Main grandstand

## Schedule (local time)

### SATURDAY, AUGUST 11

09:00 – 09:25	DTM	Free practice 1
09:35 – 10:00	DTM	Free practice 2
10:15 – 11:00	Audi Sport Seyffarth R8 LMS Cup	Free practice 1 & 2
11:20 – 11:40	DTM	Qualifying 1
11:55 – 12:25	Mini Challenge	Free practice
13:33 – 14:28	DTM	Race 1
15:15 – 15:45	Audi Sport Seyffarth R8 LMS Cup	Qualifying 1
16:15 – 16:35	Mini Challenge	Qualifying
17:15 – 17:45	Audi Sport Seyffarth R8 LMS Cup	Race 1

### SUNDAY, AUGUST 12

10:00 – 10:20	DTM	Free practice 3
10:35 – 11:05	Audi Sport Seyffarth R8 LMS Cup	Qualifying 2
11:20 – 11:40	DTM	Qualifying 2
12:05 – 12:25	Mini Challenge	Race 1
13:33 – 14:28	DTM	Race 2
15:25 – 15:55	Audi Sport Seyffarth R8 LMS Cup	Race 2
16:35 – 16:55	Mini Challenge	Race 2

## DTM

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mobility for tomorrow