

Fact Sheet XXL

SCHAEFFLER

FIA Formula E Punta del Este

March 17, 2018

Round 6

#PuntaEPrix

Having clinched its first victory this season,
Team Audi Sport ABT Schaeffler is now
traveling to Uruguay



This is Formula E +++ Punta del Este +++ All races +++ Team +++ Drivers +++ Car +++ Technology +++ The energy chain +++ Electrified powertrain architectures from Schaeffler +++ History: Formula E and e-vehicles +++ Strategy: mobility for tomorrow +++ Facts and figures +++ Race track +++ Schedule +++ Contacts

Editorial

The first win this season for our team, Audi Sport ABT Schaeffler, the first Formula E victory for Daniel Abt, a great comeback drive into the points by Lucas di Grassi – the most recent E-Prix in Mexico has given us the kind of momentum we'd now like to keep up for the coming

event in Uruguay. As pioneers in e-mobility we from Schaeffler, together with Team Audi Sport ABT Schaeffler, have been on board of the innovative electric racing series since day one. Enjoy Formula E and a – literally – electrifying experience. We have summarized pertinent information, facts and figures for you in this brochure.



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Motorsport of the *future*

With a bold concept that is unique in the world, ABB FIA Formula E Championship has been fascinating fans, drivers and manufacturers

A visionary idea has turned into a hot and booming racing series: Welcome to Formula E. Its success formula? Fully electric racing on spectacular city street circuits in the world's largest metropolises, a tight event schedule – and all this with a commitment to environmental compatibility and sustainability. This concept has been well-received, not only by the fans but also by the participating

teams. More and more manufacturers and suppliers regard Formula E as a suitable platform for presenting their brand. Welcome to the future!

Involved from day one

Schaeffler recognized the potential of Formula E at an early stage and has been partnering with Audi Sport ABT Schaeffler since the inaugural season. In the 2017/2018 season, the team is competing with Champion Lucas di Grassi, Daniel Abt and a new race car. The Audi e-tron FE04 is running with powertrain technology "made by Schaeffler."



#PuntaEPrix



Punta del Este–Herzogenaurach



11,410 km

Among the world's metropolises such as Hong Kong and New York City **Punta del Este** as a tourist hotspot is a special location on the race calendar

Country and people

Punta del Este is a tourist resort on a narrow peninsula in the southeast of Uruguay. While the small town located about 140 kilometers east of the capital, Montevideo, has only some 10,000 residents, it attracts about 700,000 visitors per year. With a little more than 3.4 million inhabitants Uruguay is one of the most sparsely populated countries in South America as well as one of its wealthiest. In the north, it borders Brazil and in the west – separated by the Rio Uruguay – Argentina.

A slightly different race venue

Originally, Punta del Este was not planned as a venue for the 2017/2018 Formula E season. After the São Paulo E-Prix was shifted to next season, Punta del Este took São Paulo's place as a venue. The "South American Monaco," as the resort is sometimes dubbed, was previously on the calendar of Formula E seasons 1 and 2. The street circuit, a little less than 2.8 kilometers long, is routed across the waterfront promenade along the Playa Brava beach. Intermittent strong winds and sand on the track make for an unpredictable grip level.

Headed for an electrified future

Besides Chile Uruguay is another pioneer of electric mobility among Latin American countries. A large number of the vehicles used for public transportation, such as buses and taxis, are already powered by electricity. At the end of 2017, the "Ruta eléctrica," a network of charging stations along the country's major freeway between Colonia de Sacramento and Punta del Este, was officially opened. From July 23 to 27, Montevideo will host the 26th FIA Mobility Conference at which sustainability projects and ideas from the world of traffic and transportation will be discussed.

≈ 10,000

inhabitants

20.35 km² of area



Typically Punta del Este A marina in the foreground and hotels in the background

Punta del Este
in March

25 °C
Daytime temperature

17 °C
Nighttime temperature

8
Hours of sunshine/day

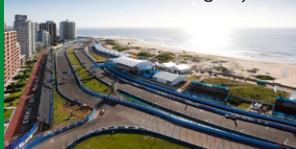
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Days of rain/month

Around the *globe*

Africa, Asia, Europe, North and South America – Formula E stops on five continents on its world tour. The calendar has twelve races at ten events in store

6

Punta del Este Uruguay



Welcome back

March 17, 2018

The round at the Uruguayan seaside resort replaces the event in São Paulo. Punta del Este was previously part of the calendar in the first two Formula E seasons.

Drivers' standings

Pos.	Driver	Team	Points
1	Jean-Éric Vergne (F)	Techeetah	81
2	Felix Rosenqvist (S)	Mahindra Racing	69
3	Sam Bird (GB)	DS Virgin Racing	61
4	Sébastien Buemi (CH)	Renault e.dams	52
5	Nelson Piquet jr. (BR)	Panasonic Jaguar Racing	45
6	Daniel Abt (D)	Audi Sport ABT Schaeffler	37
7	Mitch Evans (NZL)	Panasonic Jaguar Racing	29
8	Edoardo Mortara (CH)	Venturi Formula E Team	28
9	Oliver Turvey (GB)	NIO FormulE Team	26
10	Nick Heidfeld (D)	Mahindra Racing	21
19	Lucas di Grassi (BR)	Audi Sport ABT Schaeffler	3

Teams' standings

Pos.	Team	Points
1	Techeetah	99
2	Mahindra Racing	90
3	Panasonic Jaguar Racing	74
6	Audi Sport ABT Schaeffler	40

Hong Kong

1 & 2

Misfortune at season opener

December 2/3, 2017

After coming fifth on Saturday, Daniel Abt as the winner of race two is excluded due to an administrative error. Lucas di Grassi remains without points.



3

Demonstrated potential

January 13, 2018

Following best times in the free practice sessions and a solid qualifying performance, Team Audi Sport ABT Schaeffler has to settle for only one point.



Marrakesh Morocco

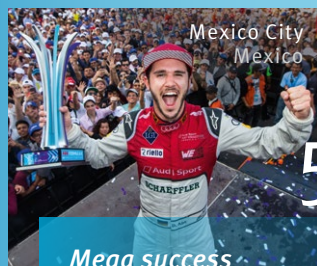
Santiago Chile

4

Double disappointment

February 3, 2018

At Formula E's inaugural event in Chile, both campaigners of Team Audi Sport ABT Schaeffler are forced to retire.



Mexico City Mexico

5

Mega success

March 3, 2018

From fifth on the grid to first at the finish – Daniel Abt is the first German ever to win a Formula E race.

Double disappointment

February 3, 2018

At Formula E's inaugural event in Chile, both campaigners of Team Audi Sport ABT Schaeffler are forced to retire.

Rome Italy

7



Back then ...

April 14, 2018

2,500 years after chariot races à la Ben Hur were held there in antiquity, Formula E makes its debut.

Schaeffler's home round

May 19, 2018

The race track, the former Tempelhof airport, is only about ten kilometers away from the government district in Berlin.

Berlin Germany



9

Premiere

June 10, 2018

Circuit races have been prohibited in Switzerland for more than 60 years – as a result of the 1955 tragedy at Le Mans. Formula E is the first series to have received a racing permit again.

Zurich Switzerland



10

Paris France

8



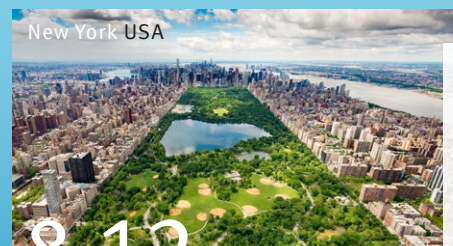
Mobility in transformation

April 28, 2018

In 2015, the UN countries reached an accord here on improving environmental protection. With a wealth of ideas, Paris attempts to counteract daily gridlock.

New York USA

11 & 12



Big Apple

July 14/15, 2018

Formula E was the first ever single-seater series to bring motorsport directly into the heart of New York City. Last season, Lucas di Grassi started his comeback drive toward the title win in the U.S. metropolis.

Teamwork

Technology partner Schaeffler, manufacturer and entrant Audi, fielding team ABT, drivers Lucas di Grassi and Daniel Abt and two Audi e-tron FE04 race cars – these are the protagonists making up Team Audi Sport ABT Schaeffler



Active in motorsport with factory-backed commitments since the 1980s +++ Successes in rally, sports car and touring car racing +++ In Formula E, initially gave its name to the team +++ In 2016/2017, partnership with Schaeffler and ABT intensified +++ Manufacturer and entrant from 2017/2018 season on

Titles and victories

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

SCHAEFFLER

Innovative technology group +++ Motorsport as a platform for technology transfer between road and race track +++ Commitments in diverse racing series +++ Contributes know-how as an electric mobility pioneer to Formula E +++ Developed powertrain for Audi e-tron FE04



Formula E
1 x drivers' champion
DTM
5 x drivers' champion
4 x teams' champion
ADAC GT Masters
1 x drivers' champion
1 x teams' champion



Founded in 1896 as a smithy +++ Allgäu-based family business +++ Leading tuner for automobiles from the Volkswagen Group +++ Firmly established in motorsport since the 1990s +++ Formula E racing team since season one +++ Daniel Abt is CEO Hans-Jürgen Abt's son

Daniel Abt

Date of birth December 3, 1992
Place of birth Kempten (D)
Residence Kempten (D)
Height 1.79 m
Weight 72 kg



Good luck Daniel Abt (left) and Georg F.W. Schaeffler, Supervisory Board Chairman

2009 1st ADAC Formel Masters
2012 2nd GP3 Series
2015 1st 24 Hours of Le Mans (in class)
2016 7th Formula E
2017 8th Formula E



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

The car's transformation into the new Audi e-tron FE04

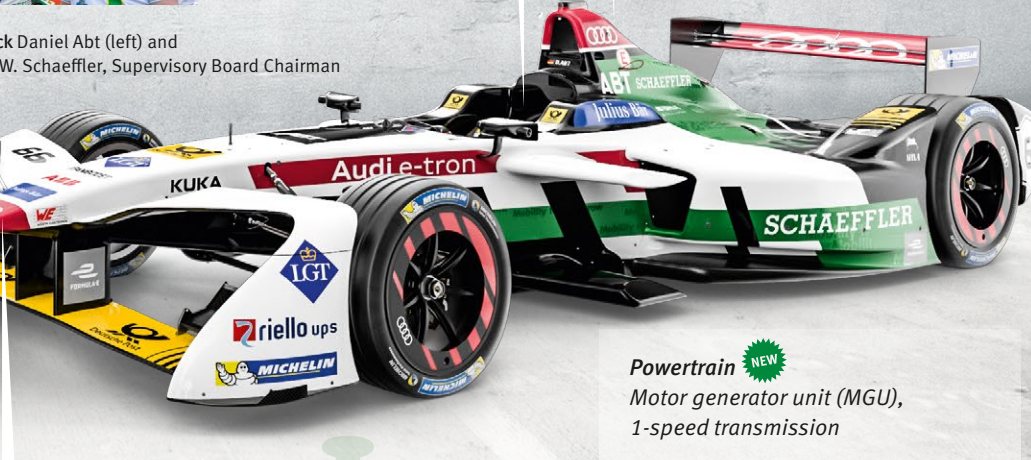


Lucas di Grassi

Date of birth August 11, 1984
Place of birth São Paulo (BR)
Residence Monaco (MC)
Height 1.80 m
Weight 75 kg



2007 2nd GP2 Series, Formula 1 test driver
2014 2nd 24 Hours of Le Mans, 4th WEC
2015 3rd Formula E
2016 2nd Formula E
2017 1st Formula E



Audi e-tron FE04

5,000 mm Length
1,790 mm Width
1,070 mm Height

880 kg weight including driver

200 kW output in qualifying

180 kW **NEW** output in race (2016/2017: 170 kW)

Powertrain **NEW**
Motor generator unit (MGU),
1-speed transmission

Bodywork
Specification spark-carbon body,
specification front and rear wings

Battery
Available amount of energy: 28 kWh.
Charging time: approx. 45 min.

Steering wheel
With shifting and recuperation
paddles

Electrifying

Formula E proves that racing also works without the sound of engines and the smell of gasoline. A technology overview

The sound on the race track is a new one, and it's a sound of silence. Yet anyone who's ever been to a Formula E race knows that the human senses are stimulated – electrified – in every respect nonetheless. The high-tech race cars are on a par with their counterparts powered by IC engines and deliver highly thrilling motorsport where, in addition to pure speed, management of the energy from the battery with maximum efficiency plays a key role.

In terms of technological development, Formula E follows a technical roadmap. It includes specifications for teams and manufacturers

1

The new high-efficiency transmission of the Audi e-tron FE04 has one forward speed

“Motorsport is emotion – and emotion is what we need in electric mobility as well”

Prof. Peter Gutzmer,
Deputy CEO and Chief Technology Officer
of Schaeffler AG

designed to prevent a technological arms race. In the 2014/2015 inaugural season, identical electric race cars were used. Since season two, the teams have been able to develop the powertrain themselves. To the ABT Schaeffler FE01 and the FE02 – the race cars fielded in the 2015/2016 and 2016/2017 seasons – Schaeffler contributed its know-how as a pioneer in electric mobility and as the team's official technology partner. In the new Audi e-tron FE04, technology “made by Schaeffler” operates as well. Schaeffler engineers



Result of a joint project The motor-generator-unit designed by Schaeffler and Audi

Interview



On the hunt for hundredths
Dr. Simon Opel (34) is Director Special Projects Motorsports at Schaeffler

3

questions for ...
... Dr. Simon Opel

What thoughts come to your mind when looking back on three seasons that have culminated in the Formula E Champion's crown?

That it was a very exciting period, from the very first second when we created the concept for the powertrain together with ABT. It was a continuous learning process of how to find the best compromise between performance and energy efficiency.

What is the technical and emotional motivation for season four?

As engineers, we're always striving to come up with the best possible technical solution. However, in terms of time and money, that's not always feasible. However, in collaboration with Audi and their resources, we've significantly enhanced our powertrain yet again. In Formula E, details and hundredths matter with respect to the components and the setup. Plus, our motivation is obviously unbroken, with victories and titles continuing to be the name of the game ...

As a Schaeffler engineer, what is your assessment of the electric mobility megatrend?

For me, electric mobility is a technology that has to be communicated to people via emotions. This is the only way to show that electric mobility can be fun as well. Motorsport and Formula E are perfectly suited for this. And as engineers, we learn a lot from developments for Formula E. Still, I don't believe that electric mobility is the cure-all for everyone. The various questions about mobility require answers that best meet the respective need, in other words: what type of powertrain is truly suitable for what purpose?

together with Audi again developed the combination of the motor and transmission including the control electronics.

The spectacle intensifies

In the coming years, the technical roadmap provides for adjustments to make Formula E even more

attractive. For the 2018/2019 season, for instance, the amount of energy available from the lithium-ion battery will increase from the current 28 to 54 kilowatt hours so that the vehicles will be able to cover a full race distance, eliminating the currently customary car change. The maximum power output will be raised from 200 to 250 kilowatts.

Schaeffler know-how for energy chain and powertrain architectures

Sustainable mobility begins with renewable production of primary energy and includes the entire energy chain, culminating in diverse and smart solutions for locomotion. Schaeffler develops innovative solutions for a wide variety of powertrains



Energy production

Sustainable mobility can only be successfully achieved if the primary energy for locomotion is produced from renewable sources as well, for instance by wind and hydropower, solar or geothermal energy. Schaeffler develops powerful components for wind farms and hydropower stations and supports their operators with services such as remote diagnosis. Together with its partners, Schaeffler also conducts research into new approaches to developing renewable sources, for instance with wave and tidal power stations for predictable supply of economically produced electricity.



Energy storage and conversion

Before electrical energy can drive a wheel it has to be placed into intermediate storage. There are various possibilities to do so, starting with the charging current for batteries. In the field of **hydrogen/fuel cells**, Schaeffler engineers are conducting research into surface coatings for efficiency improvements. In addition, renewable electricity can be used to produce **synthetic fuels** for internal combustion engines which, under specific circumstances, can be near-CO₂ neutral across the entire energy chain.



Energy utilization

Also with respect to utilizing energy for the powertrain, there are diverse solutions for which Schaeffler develops a wide range of special technologies. In addition to **optimizing the internal combustion engine** and mated transmission, Schaeffler engineers are working on solutions for the **electrification of the powertrain**, optimal interaction of the IC engine and the electric motor for **hybrid vehicles** and tailor-made electric powertrains (battery-electric and fuel cell systems).



Electrified powertrain architectures

Fully electric and hybrid electric vehicles will be playing an important part in mobility of the future. From **high-voltage hybrid modules to electric axles through to visionary wheel-hub drive systems**, Schaeffler offers an extensive and innovative product portfolio. Also in focus of the globally active technology group are solutions for the "last mile." They include the **Bio-Hybrid** that shows an all-new approach to urban micro-mobility and E-Boards that can be stowed and carried along without requiring a lot of space.

- 1 Hybrid module
- 2 Wheel hub drive in the People Mover
- 3 E-Axle
- 4 Bio-Hybrid
- 5 E-Board

The *success* story

Involved from day one and now the reigning champion – a brief look at Schaeffler's first three seasons in Formula E

2014/2015

Cooperation signed and sealed

At the time of Formula E's debut, Schaeffler and ABT Sportsline with drivers Lucas di Grassi and Daniel Abt are **the only German team**. The season starts sensationally: Di Grassi wins the inaugural race in Beijing. After five additional podiums, the Brazilian finishes third overall, Abt eleventh overall.



2015/2016

Schaeffler inside

Schaeffler contributes the **know-how for the powertrain** of the race car, the ABT Schaeffler FE01. In terms of racing, Team ABT Schaeffler Audi Sport continues to run on the highest level. Following three wins, Lucas di Grassi finishes the season in position two overall with a deficit of only two points. Daniel Abt, on finishing runner-up in front of his home crowd in Berlin, achieves his best result to date and ends the season in seventh place overall.

More than a century of electric vehicles



1899 La Jamais Contente



Electric vehicles dominate the early days

There are more e-cars on the road than cars with IC engines and Porsche manufactures e-powertrains for Lohner. First car traveling at more than 100 km/h: "La Jamais Contente".



1972 Mercedes-Benz E-Transporter



Club of Rome: "The Limits to Growth"

IC engines come under pressure, plus an oil crisis emerges. Industry responds with premature e-powertrains. Batteries are too heavy and deliver insufficient range.



1996 General Motors EV1



Range: 250 km; 0.19 cd

The EV1 is a purpose-designed electric vehicle. The next quantum leap: Sony invents the lithium-ion battery with which Tesla stirs up the auto industry in 2008.



1997 Toyota Prius



Hybrid with electric motor and IC engine

Prius becomes a million-seller. E-drive works with hydrogen and oxygen even without a traction battery: Mercedes in 2003 showcases the world's first fuel cell passenger car.



2014 FIA Formula E



Motorsport with e-drive

July 2009: McLaren-Mercedes wins with hybrid drive for the first time in Formula 1. In September 2014, Formula E debuts – as the first electrically powered racing series.

2016/2017

Champion!

Formula E has long become established as a **staple in motorsport**. At the top of the standings, a well-known duel begins to unfold. Halfway through the season, Sébastien Buemi seems to be the sure champion. Then Lucas di Grassi embarks on a comeback drive which he crowns with the title win at the finale in Montreal.



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

“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

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.



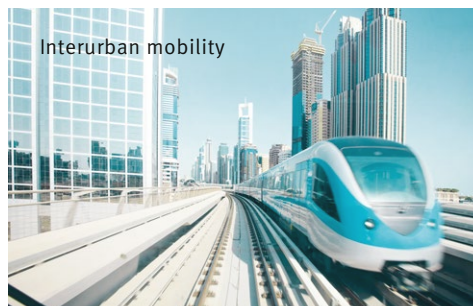
Energy chain



Eco-friendly powertrain technologies



Urban mobility



Interurban mobility

Compact info



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Daniel Abt

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Audi e-tron FE04

Aerodynamics
Adjustable front and rear wings
Electric motor
Audi Schaeffler MGU02
Battery
Lithium-ion battery from Williams
(34 kWh, 28 kWh of which is usable)
Transmission
High-efficiency 1-speed racing transmission
Brakes
Hydraulic dual-circuit braking system, adjustable brake force distribution, plus braking effect due to recuperation via e-drive
Suspension
Independent front and rear
Weight
880 kg minimum (including driver)
Dimensions
Length 5,000 mm, width 1,790 mm, height 1,070 mm

The Audi e-tron FE04
accelerates from
0 to 100 km/h in

3.5 seconds

200 kW
output in qualifying

180 kW
output in race

3 drivers with the largest
number of #FanBoost votes
have 100 kJ more energy

1 #FanBoost in
second car

fanboost.fiaformulae.com



Schaeffler facts

89,400 employees worldwide
13.3 bn euros of sales in 2016
> 2,300 patent applications filed in 2016
25,000 active patents and patent applications
170 locations in 50 countries
75 plants worldwide
60 Schaeffler components in automobiles worldwide (average)
17 research and development centers worldwide

Schaeffler in Formula E

1 drivers' title

38 races

5 fastest race laps

4 #1 pole positions

7 victories

34 #FanBoost

25 podium positions

The *race track*

Punta del Este Street Circuit

SCHAEFFLER



ROU

170 km/h
Fastest turn

55 km/h
Slowest turn

190 km/h
Top speed

South Atlantic

2,785 m

Track length

- 1** Start/finish
- 2** Pit lane
- 3** Media Center
- 4** E-Village
- Podium

March 17, 2018 (local time)

08:00 – 08:45	Free practice 1	15:00	Driver parade
10:30 – 11:00	Free practice 2	15:23	Pit lane open
12:00 – 12:36	Qualifying (4 groups)	16:04	Race (37 laps)
12:45 – 13:00	Super Pole	17:05	Podium
14:00 – 14:30	Autograph session (E-Village)	17:25 – 17:40	Press conference (Media Center)

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about
mobility for
tomorrow



Video
Racing for a
reason