

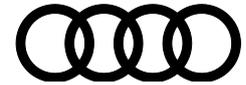
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December 2023

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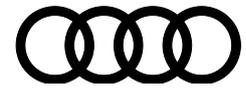
## **Audi points the way to the future at the Dakar Rally**

**The Audi RS Q e-tron is causing a sensation with its electric drive. The prototype for the T1U class embodies a pioneering low-emission concept in the harshest environment imaginable. The electric drive with high-voltage battery and energy converter has to prove itself in a desert environment that places the highest demands on energy consumption and reliability. Thanks to a residue-based reFuel fuel for the energy converter, Audi is reducing carbon dioxide emissions by 60 percent. In January 2024, three Audi RS Q e-tron cars with this advanced concept will be competing in the Dakar Rally for the third time.**

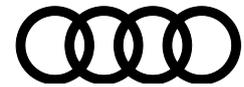
“We are consistently applying our decarbonization strategy in motorsport as well,” says Oliver Hoffmann, Board Member for Technical Development at Audi. “Our company’s lead technologies include battery-electric models that are powered by renewable electricity. At the same time, combustion engines can be operated with renewable fuels in a low-emission and climate-friendly way. We have combined both ideas in the Audi RS Q e-tron. It is a highly efficient drive system that is second to none.” The reFuel for the energy converter uses 80 percent residue-based products. They do not compete with foodstuffs.

In just two years, Audi has proven what the drive is capable of in cross-country rallying: its debut in 2022 saw four stage wins and 14 top 3 results in the daily rankings. Following overall victory in the Abu Dhabi Desert Challenge six weeks later, Audi prepared for its second Dakar start. In addition to two stage wins and 14 results in the top three, the innovative prototype led the 2023 Dakar Rally for three days for the first time. “We have shown the potential of our concept,” says Head of Audi Motorsport Rolf Michl. “At the same time, we have great respect for a rally that always has surprises in store. It is and remains one of the greatest adventures in motorsport with a length of almost 8,000 kilometers. Hundreds of desert kilometers every day through unfamiliar terrain put a huge strain on man and machine. The entire team has made the best possible preparations with the three driver line-ups.”

The Dakar project is the latest milestone in Audi’s electrification strategy in motorsport. It began in 2012 in the sports prototype program with the Audi R18 e-tron quattro. The diesel hybrid sports car won the FIA World Endurance Championship (WEC) in 2012 and 2013 and, from 2012, the 24 Hours of Le Mans three times in succession. In 2017, a Formula E program replaced the endurance program. After seven years, the Audi Sport ABT Schaeffler team was the most successful team in Formula E history with a total of 47 podium finishes – including 14 victories. Particular highlights include winning the drivers’ championship in 2017 and the team



championship in its debut season as a factory team in 2018. The Dakar program continues the idea of electric drives with the Audi RS Q e-tron in cross-country rallying.



The Audi RS Q e-tron

## **New details for the technological pioneer**

**After the initial concept idea in 2020 and the rally debut in January 2022, Audi presented the next evolutionary stage nine months later. It is now so mature that the engineering team was able to concentrate on improving details for the 2024 Dakar Rally.**

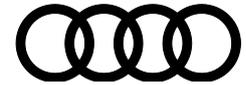
Audi has regularly used its motorsport programs for pioneering technical achievements. From quattro all-wheel drive in rallying to the supercharged turbo engines in US racing, TFSI and TDI technology at Le Mans and electrified drive systems in LMP, Formula E and Dakar. “Racing has always been a technology laboratory for our brand,” says Head of Audi Motorsport Rolf Michl. “Now we have chosen the toughest conceivable test field for electric mobility. Our engineers have continued to refine the RS Q e-tron together with the drivers. With this concept, we want to show that electric drives are also the future in off-road rallying.”

As there is no charging infrastructure in the desert, the RS Q e-tron has an innovative charging concept: the highly efficient TFSI engine from the DTM is part of an energy converter. This allows the high-voltage battery to be charged while driving. The combustion engine runs in a particularly efficient speed range between 4,500 and 6,000 revolutions per minute. As a result, its specific consumption is well below 200 grams per kWh. Audi has been using reFuel to power the energy converter since the 2023 Dakar Rally. This residue-based product does not compete with food. It helps to reduce carbon dioxide emissions by more than 60 percent.

The axle drive of the Audi RS Q e-tron is purely electric. One motor-generator unit (MGU) drives the front axle and one drives the rear axle. A third MGU is part of the energy converter. However, the battery is not fed by the energy converter alone: energy is also recuperated during braking. The centrally mounted high-voltage battery system weighs around 370 kilograms and has a capacity of 52 kWh.

The regulations have set the maximum power output for the front and rear axles at 286 kW for the 2024 Dakar Rally. The electric motors can be controlled extremely precisely and allow the drivers excellent controllability, which is just as important in an off-road sport as it is in circuit races. The learning effects from the early days include refined electronic control to get as close as possible to the power limit.

The two gearboxes on the front and rear axle motor-generator units only have one forward gear. There is no mechanical connection between the drives of the front and rear wheels. Control is purely electronic. The software developed by Audi therefore enables free torque distribution between the axles.



Dr. Leonardo Pascali, the project's Technical Director since 2023, has set new priorities for the 2024 Dakar Rally. In order to improve safety for the driver and co-driver in the event of hard landings or accidents, the engineers have focused on the chassis and cockpit. Optimized springs, dampers and bump stops in the chassis help to better distribute some of the loads over time. Improved foaming of the seats does the rest. A longer CFRP crash box at the front end of the chassis structure better absorbs the loads in the event of a hard frontal impact.

To improve reliability, the technicians reworked parts of the chassis. Time and again, penetrating stones got caught between the rim bed, brake disk and steering knuckle. This caused considerable damage. New fastening points for the wheel carrier now provide greater clearance so that the stones can be thrown out more easily. More robust rims and a new generation of tires from standard supplier BF Goodrich with more stable sidewalls also increase reliability.

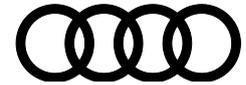
To increase comfort for the driver and front passenger on the long and tiring stages, the engineers have improved the acoustic shielding of the cockpit. The front hood has also been redesigned. It better repels mud and water whirled up by the wheels. This keeps the windshield cleaner.

The performance of the prototype rounds off the catalog of modifications for 2024. Weight-optimized components bring the mass of the racing car even closer to the permitted minimum of 2,100 kilograms. The work with shock absorbers and springs led to an improved set-up. The set-up of the differentials also helped to enhance the handling in the desired direction. Creative ideas for practical use also make the mechanics' work easier. This starts with modified screw connections and ranges from new locking solutions and filling devices to bolted instead of glued components.



Technical data

Model	Audi RS Q e-tron (Dakar 2024)
<b>Vehicle</b>	
Vehicle type	Rally Raid Vehicle (Category T1U – alternative drivetrains)
Chassis	Steel tube frame in combination with structural components in carbon/Zylon fiber composite
<b>Drive train/transmission</b>	
Type	All-wheel drive with electrically driven axles
E-drivetrains on the axles	One Audi MGU05 from Formula E per axle
Output	Total system power under 286 kW
Transmission	One single-speed racing gearbox per axle, including limited-slip differential (software-based), virtual center differential with freely selectable torque distribution on front and rear axle
Battery	High Voltage Battery System (HVBS), approx. 370 kg (wet), lithium-ion cells, usable battery capacity approx. 52 kWh, charging with max. 220 kW while driven through energy converter
Energy converter	2.0 liter four-cylinder turbo engine from the DTM coupled via a shaft with a generator (Audi MGU05 from Formula E) Speed- and torque-controlled generator operation at the energy converter's maximum efficiency with intelligent battery charging and energy management. Energy measurement through Fuel Flow Meter
<b>Electrics</b>	
On-board voltages	12V/48V/800V
System control units	Bosch ECU MS 7.4, Bosch VCU MS 50.4P
Power management	Motec PDM32
Data Logger	4 x Bosch C 80
Driver/Co-driver Display	2 x Bosch DDU 10
Lights	LED head lights and tail lights
<b>Suspension/steering/brake</b>	
Steering	Electro-hydraulically assisted rack and pinion steering system
Suspension	Independent front and rear suspension, double wishbone suspension, spring/damper unit, adjustable gas pressure shock absorbers
Brakes/Recuperation	Hydraulic dual-circuit braking system with one “brake-by-wire” system, each on the front and rear axles with brake force distribution freely selectable by the driver and electronically controlled recuperation performance, Light-alloy brake calipers, internally ventilated steel brake discs front and rear
Wheels	Forged aluminum rims, front/rear: 8.5 x 17 inch
Tires	BF Goodrich front/rear 37x12,5 R17
<b>Dimensions/weight</b>	
Length	4,670 mm
Width	2,300 mm
Height	1,950 mm
Minimum weight	2,100 kg without drivers
Fuel tank capacity	Max. 340 liters
<b>Performance</b>	
0–100 kph	Less than 4.5 seconds (on loose surface)
Top speed	Limited to max. 170 km/h



The Dakar project

## **Rallying, circuit racing, desert rallying**

**Audi Sport has its roots in rallying. In the early 1980s, the Audi quattro brought about a paradigm shift in rallying with its all-wheel drive. Since then, four-wheel drive has been a standard for winners in this competition. The quattro models also won the hearts of fans on the circuit and many trophies, which can still be admired today at Audi Sport.**

Work on the RS Q e-tron began with a feasibility study carried out by a small core team for the alternative drive concept. The design and concept phase began in June 2020. The design work began in August.

Audi Sport benefited from its wealth of knowledge from around four decades of motorsport. Whether rally models, near-production or fundamentally different touring car concepts, LMP sports prototypes or racing cars for Formula E and Rallycross: the versatile knowledge of all vehicle areas was also consistently incorporated into the development of the Audi RS Q e-tron.

Reliability, safety and performance are important goals for Audi Sport in order to survive the Dakar Rally. Whether sand, rubble, rough gravel roads, but also mud, rain and extreme heat: the technology has to work in all conditions. This variety is particularly demanding for an electric drive. What's more: In contrast to the circuit, the daily changing requirements in terms of distance and energy consumption are unpredictable, as the route remains a secret for all participants until the morning of each stage.

All relevant departments at Audi Sport were involved in the development of the Audi RS Q e-tron. They practically started from scratch with the RS Q e-tron and defined all the parameters on a blank sheet of paper. With Q Motorsport, the brand had a strong partner at its side right from the start. The team from Trebur has several decades of experience and many successes from cross-country rallying. To this day, the partnership is characterized by close and trusting cooperation.



The drivetrain concept

## **Electrically into the future**

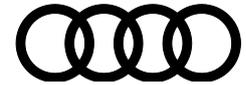
**The future is electric. Audi has not only adopted this motto for its product development, but is also putting it into practice in motorsport. Once again, Audi demonstrated its pioneering spirit when it came to designing an electrified drive for relentless cross-country rallying.**

The electric axle drive of the Audi RS Q e-tron with the motor-generator units on the front and rear axles draws its power from a high-voltage battery system. As there is no charging network in the desert, Audi has devised an innovative charging process. The prototype has an energy converter that charges the high-voltage battery with maximum efficiency while driving. This energy converter is a combination of the highly efficient, further optimized TFSI engine from the DTM and a generator.

This motor-generator unit (MGU) was developed in-house by Audi Sport. It was originally developed for Formula E and has a system efficiency of around 97 percent. Audi Sport has learned valuable lessons from the high-voltage battery and energy management during the first Dakar events and has continuously optimized all systems. For example, recuperation during braking resulted in greater energy recovery than expected. The intermittent operation of the air conditioning system also helps to save energy while maintaining the desired temperature.

The high-voltage battery, the central component of the drive system, weighs 370 kilograms. It has a capacity of 52 kWh and is charged by the energy converter while driving. In principle, the process runs automatically so that the driver and passenger can concentrate on driving and navigating. Energy management is a major challenge here. While the energy consumption on the circuit can be clearly estimated using known parameters and precise simulations, the desert is full of surprises: How long is a day's stage? How many dune chains have to be crossed, how high are the differences in altitude? How soft or hard is the surface? Will you get stuck or will a navigation error mean another loss of energy?

In addition, all components are subjected to the stresses of high jumps or hard knocks in rocky terrain. The electric drive on the front and rear axles is identical. All components (MGU, inverter, 1-speed gearbox, differential and slip clutch) are housed in an aluminum casing. The engineers have reinforced the inner workings of the MGU and inverter, optimized the cooling and adapted the transmission ratio. The front and rear axles are not connected to each other. The software takes over the function of the center differential.



The two-liter TFSI engine from the Audi RS 5 DTM has proven to be the perfect choice. However, the engineers have adapted the engine for its completely different purpose as part of an energy converter. The power output has been reduced from 450 to around 200 kW and the engine speed has been limited from a maximum of 9,000 to a range between 4,500 and 6,000 rpm. This makes it possible to operate the four-cylinder engine at its optimum point. Pistons, injectors and turbochargers are optimized accordingly. In test bench runs, the engine developers have succeeded in limiting the specific consumption to well below 200 grams per kWh.

The electric drive offers great advantages in the harsh desert environment. Even when driving slowly in sand and therefore with little cooling air flow, there is no temperature problem. The electric motors offer the driver full torque from the first revolution and can be regulated very precisely. The usual gearshift pauses of a traditional combustion engine are eliminated – and with them the risk of getting stuck in the sand. The driver can therefore move the car very precisely with the accelerator pedal through all speed ranges and concentrate fully on driving. The electric drive is also unaffected by air pressure, temperature and humidity – unlike a combustion engine.



The team

## **Q Motorsport**

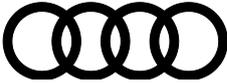
**Audi has chosen one of the most experienced teams in the industry as a partner for its Dakar program. Sven Quandt is Team Principal of Q Motorsport GmbH in Trebur, Germany, and has decades of expertise and numerous successes to his name as a driver and team principal.**

“It has become clear that it is incredibly valuable to have such an experienced partner as Sven Quandt in such an unpredictable off-road sport,” says Head of Audi Motorsport Rolf Michl. “With his knowledge, he is an important point of reference and a source of experience. When it comes to race strategy, he knows how we can make optimum use of the strengths of our technical concept and our drivers. Everyone in the team is a thoroughbred motorsport enthusiast, as are the experienced car chiefs, for example. They have a connection to the drivers, which is important to me, because it’s not just about the technology. I particularly appreciate the commitment of our mechanics in this project – together with Q Motorsport, they have to make the best possible use of a highly complex vehicle under the toughest conditions.”

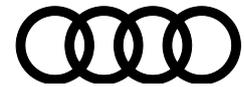
Sven Quandt founded Q Motorsport GmbH with his two sons Thomas and Tobias Quandt. As a driver, Sven Quandt won the T1 Marathon Cup in 1998. In the same year, his team GECO Raid celebrated a triple success in the T1 classification of the Paris–Dakar Rally. From November 2002 to the end of 2004, Quandt was Head of Motorsport at Mitsubishi Motors. At the same time, he began to build up the X-raid team, which celebrated six victories in the Dakar Rally and won the FIA World Cup for cross-country rallies eleven times.

“Audi has always chosen new, bold paths in racing. This also applies to the RS Q e-tron as a particularly complex car,” says Quandt. For the team boss, the Dakar Rally is one of the biggest challenges in motorsport – and the best test for technologies suitable for everyday use. “You have everything that is also important for a production vehicle: different terrains, tough conditions, high and low temperatures, rain, sun and many kilometers per day. The Dakar is the best test: if the technology passes this rally, it will be successful everywhere.”

Audi Sport has brought a great deal of expertise from its previous projects to the partnership with Q Motorsport. “In some areas, the Audi RS Q e-tron is more of a circuit car,” says Quandt. “The question is: what can you bring from the circuit into a cross-country rally car? What is the best compromise? We have both learned from each other.” Both partners have now developed a great deal of routine in terms of technology and processes. Nevertheless, in 2024 they are again looking forward with



respect to the most unpredictable and toughest of all rallies.



The driver teams

## Three convincing Audi driver line-ups

**For its third Dakar Rally, Audi Sport continues to rely on the three driver-co-driver combinations that have characterized the project from the very beginning.**

Mattias Ekström/Emil Bergkvist (Sweden), Stéphane Peterhansel/Edouard Boulanger (France) and Carlos Sainz/Lucas Cruz (Spain) are Audi's driver teams of the first hour. They are among the best in their field, which they also demonstrate at the wheel of the RS Q e-tron. "Carlos Sainz, who I admired in the World Rally Championship and with whom we are now working, Stéphane Peterhansel, who has remained relaxed and modest even after 14 Dakar victories, a guarantee of success like Mattias Ekström, with whom I have had a good relationship for years – simply great drivers!" says Head of Audi Motorsport Rolf Michl. "And with Lucas Cruz, Edouard Boulanger and Emil Bergkvist we have equally strong and first-class co-drivers."

"Teamwork and reliability are crucial at the Dakar," says Sven Quandt, Team Principal of Q Motorsport. "You need a well-coordinated team, a super-reliable car and reliable driver teams. You can't drive at the limit all the time at the Dakar. The right strategy is crucial. Our three strong teams have proven their qualities right from the start."

Mattias Ekström (45) has spent almost his entire career under the banner of the four rings, particularly in the DTM, where he won the title twice with Audi (2004 and 2007). The Swede underlined his versatility by winning the World Rallycross Championship (2016), successfully competing in the World Rally Championship, the NASCAR series and the Supercars in Australia. In 2021, he won the Pure ETCR electric touring car racing series. Finishing ninth in 2022 and 14th in 2023, he was the best Audi driver at the Dakar in both cases. In 2022, his team CUPRA EKS also won the FIA eTouring Car World Cup with Adrien Tambay. In 2023, Ekström finished second in the Extreme E racing series with teammate Laia Sanz for the Acciona Sainz XE Team.

"I've learned something from all my teammates," says Ekström. "Carlos is extremely ambitious, emotional and full of energy. I learn everything else from Stéphane: He has just as much success, but is much more composed and calm and strategic. They are the two coolest teammates of my career with completely different characters."

Mattias Ekström's co-driver is his fellow countryman Emil Bergkvist (29), who used to be a rally driver himself. "I come from the same area as Mattias. He was always an idol for me, every motorsport enthusiast in Sweden knows him," says Bergkvist. "When I stopped rallying, I called him and asked if I could work for his team. I've been his co-driver ever since. We never stop learning, every day. It clicked at the 2022 Morocco



Rally. We have covered maybe 20,000 kilometers in this project. In Morocco, we understood better what those who create the roadbook think. Now it's really fun."

Stéphane Peterhansel (58) is "Mister Dakar" and a living legend in his sport. The Frenchman has won the world's toughest cross-country rally 14 times – six times on a motorcycle and eight times in the car category. He was also the first to achieve an overall victory with the RS Q e-tron – in March 2022 at the Abu Dhabi Desert Challenge. "Year after year, our engineers have improved the concept," says Peterhansel. "We feel more comfortable in the car than ever before because the overall handling is better than before."

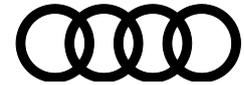
Peterhansel's co-driver Edouard Boulanger (44) is going into the next edition of the desert classic with renewed vigor: "I've changed my entire training. Instead of cardio and endurance training, I have focused on muscle building and feel well prepared."

The trained engineer has gotten to know the Dakar Rally over many years in various roles. In 2021, he started together with Stéphane Peterhansel for the first time and won the rally straight away. "I've admired Stéphane since I was a child," says Boulanger. "We've known each other personally for 14 years and we've been working together in the cockpit for three years. He is the best in this sport."

Carlos Sainz (61) is also a living legend. The Spaniard contested the World Rally Championship for several decades and won it twice (1990, 1992). He has celebrated three victories at the Dakar Rally so far: in 2010, 2018 and most recently in 2020 at the premiere in Saudi Arabia. "We are facing an interesting edition of the Dakar Rally with a lot of competition," says Sainz. "We have developed as a team. The long-standing collaboration with Lucas Cruz is very important to me."

The Audi brand has always been something very special for "El Matador". "The Audi quattro changed the World Rally Championship forever," says Sainz. "Now we're trying something similar at the Dakar Rally. The engineers have much more freedom in the Dakar than in other racing series. I have full confidence in Audi. When I joined Audi, I said don't underestimate the Dakar. And they didn't underestimate it. They trusted the direction in which we wanted to develop the project. It was the right approach from both parties."

Sainz will share the cockpit with Lucas Cruz (48), who was part of a junior rally team initiated by Sainz at the start of Cruz' career before discovering cross-country rallying for himself. "2024 is my 23rd year in this sport," says Cruz. "I drove the Dakar with various drivers before Carlos asked me in 2009 if I would like to work with him at Volkswagen. I would never have dreamed of that. A year later, we won the Dakar together for the first time and then two more times."



Mattias Ekström

## Many talents, long career

**Mattias Ekström is a racing driver for all occasions. The Swede was world champion in rallycross, twice DTM champion and won the drivers' championship four times and the Nations Cup at the Race of Champions once. In the world of electromobility, he is seamlessly continuing his winning streak as champion of the Pure ETCR 2021, runner-up in the FIA ETCR 2022 and runner-up in the Extreme E 2023.**

Mattias Ekström has been involved in professional motorsport for more than two and a half decades. And yet he is a relative newcomer to the Dakar Rally: 2023 was only his third time taking part in the longest and toughest cross-country rally in the world. After a trial year in a side-by-side model, he contested his first Dakar Rally in a car for Team Audi Sport in 2022. As stage winner, ninth overall and best Audi driver, he and co-driver Emil Bergkvist made their mark straight away. He was also the best Audi driver last year in 14th place.

One of the things that set Mattias Ekström apart is his professional approach to new challenges and his ability to quickly learn the basics of each new discipline. Whether it was touring car racing in his home country where it all began, the DTM in Germany with the Class 1 touring cars, the Spa 24 Hours in the Audi R8 LMS, the World Rallycross Championship, the Race of Champions or electric racing on the circuit and off-road: within a very short space of time, the now 45-year-old Swede was one of the winners and soon also one of the championship contenders.

At the Dakar Rally, he learned that mistakes are part of everyday life and that almost nobody gets through without setbacks. Ekström has experienced more than once in his still young career as a Dakar participant that a stage win can still come at the end of a subjectively unsatisfactory day. Accordingly, he knows how to adapt, minimize risks and also take a step back from time to time. Compared to the reproducible cycles in a circuit race, desert rallies contain countless surprises day after day.

Mattias Ekström has learned to adapt to this. And he has another quality that is extremely valuable and that his team can rely on: The racing professional has proven more than once in his outstanding career that he is prepared to subordinate his own ambitions to the goals of a team if necessary.

Biography

## **Mattias Ekström (S)**

**Date of birth:** July 14, 1978

**Place of birth:** Falun (S)

**Place of residence:** Munich (D)

**Marital status:** single (partner Heidi), one son (Mats), one daughter (Hanna)

**Height/weight:** 1,83 m/77 kg

**Motorsport since:** 1993 (Audi driver 1999–2018 and again since 2021)

### **Career as a driver:**

**1993** Kart

**1994** Kart, Swedish Renault 5 Cup

**1995** 2nd place Swedish Renault-5-Cup

**1996** 1st place Swedish Renault-5-Cup, “Young Driver of the Year”

**1997** 2nd place Swedish Touring Car Championship, “Rookie of the Year”

**1998** 8th place Swedish Touring Car Championship

**1999** 1st place Swedish Touring Car Championship (Audi A4 quattro)

**2000** 3rd place Swedish Touring Car Championship

**2001** 8th place DTM (Abt-Audi TT-R), 6th place 24 hours Nürburgring

**2002** 3rd place DTM (Abt-Audi TT-R)

**2003** 4th place DTM (Abt-Audi TT-R), 3rd place Group N Rally Sweden

**2004** 1st place DTM (Audi A4 DTM), 1st place Group N Rally Sweden and Catalunya

**2005** 2nd place DTM (Audi A4 DTM), 1st place Nations Cup Race of Champions

**2006** 8th place DTM (Audi A4 DTM), 1st place Race of Champions

**2007** 1st place DTM (Audi A4 DTM), 1st place Race of Champions

**2008** 3rd place DTM (Audi A4 DTM)

**2009** 5th place DTM (Audi A4 DTM), 1st place Race of Champions

**2010** 5th place DTM (Audi A4 DTM)

**2011** 2nd place DTM (Audi A4 DTM), 1st place Spa 24 Hours (Audi R8 LMS)

**2012** 6th place DTM (Audi A5 DTM)

**2013** 7th place DTM (Audi RS 5 DTM)

**2014** 2nd place DTM (Audi RS 5 DTM), 10th place World Rallycross Championship (Audi S1 EKS RX quattro)

**2015** 3rd place DTM (Audi RS 5 DTM), 6th place World Rallycross Championship (Audi S1 EKS RX quattro)

**2016** 7th place DTM (Audi RS 5 DTM), 1st place World Rallycross Championship (Audi S1 EKS RX quattro)

**2017** 2nd place DTM (Audi RS 5 DTM), 2nd place World Rallycross Championship (Audi S1 EKS RX quattro)

**2018** 2nd place World Rallycross Championship (Audi S1 EKS RX quattro)



**2019** World Rallycross Championship (Audi S1 EKS RX quattro)

**2020** 2nd place World Rallycross Championship (Audi S1 EKS JC RX quattro)

**2021** 1st place Pure ETCR, Extreme E, Audi Dakar project

**2022** 1st place FIA ETCR, 9th place Dakar Rally (Audi RS Q e-tron)

**2023** 1st place Race of Champions, 2nd place Extreme E, 14th place Dakar Rally (Audi RS Q e-tron), 9th place Morocco Rally (Audi RS Q e-tron)

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Emil Bergkvist

## Successful transition

**Emil Bergkvist was a rally driver himself for ten years. The Swede even became World Junior Rally Champion at the wheel. In 2021, he switched to the co-driver's seat. As co-driver to his childhood idol Mattias Ekström, he delivered a convincing performance in Team Audi Sport right from the start.**

Switching roles from driver to co-driver was not an easy decision for Emil Bergkvist: "I thought about it for a long time." When no new rally cockpit could be found for him, he signed up with EKS in the summer of 2020. Among other things, Mattias Ekström runs his off-road motorsport activities with this company.

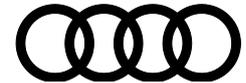
"At first, I drove machines and trucks at EKS because I also have a driver's license for that. I also know a lot about technology and helped out in the workshop," says Bergkvist, explaining his start at Ekström. "I worked my way up the ladder to get even better jobs step by step."

The racing drivers Emil Bergkvist and Mattias Ekström talked more and more often. "First once a week, then twice, three times. We realized that we had a very good connection," says Bergkvist. Finally, Ekström suggested to him: "Why don't you put your driving career on hold and become my co-driver?" The new Swedish duo first competed in the 2021 Dakar Rally and then in some classic rallies such as the Arctic Rally Finland, a world championship round.

Like for many girls and boys in Sweden, Mattias Ekström used to be Emil Bergkvist's idol. "In the last 20 years, there hasn't been a motorsport driver in our country as successful as Mattias. Even today, I think a lot of young people look up to him, and not just in Sweden."

As a colleague, Bergkvist has come to know and appreciate another side of the energetic, always combative Ekström: "Mattias also has a really warm-hearted side. He takes care of everyone around him. That's exactly what you need when you work very hard and with a lot of dedication for someone."

Emil Bergkvist is most impressed by Mattias Ekström's extreme passion for motorsport. The two Swedes completed their first year in the Dakar project with flying colors. Ninth place in the Dakar Rally after various setbacks was a remarkable result in 2022. In the second year, they were again the best Audi team in 14th place. Now they want to prove their qualities once again for the third year in a row.



Biography

## **Emil Bergkvist (S)**

**Date of birth:** June 17, 1994

**Place of birth:** Gävle (S)

**Place of residence:** Sandviken (S)

**Marital status:** single

**Height/weight:** 1.81 m/74 kg

**Motorsport since:** 1998 (Audi co-driver since 2021)

### **Career as a driver:**

**1998–2010** Motocross

**2010–2013** Volvo Cup

**2015** 1st place European Rally Championship Juniors

**2016** 35th place World Rally Championship (WRC 2)

**2017** 17th place World Rally Championship (WRC 2)

**2018** 1st place World Rally Championship Juniors (WRC 3)

**2019** 27th place World Rally Championship

### **Career as a co-driver:**

**2021** Dakar Rally debut, Audi Dakar project

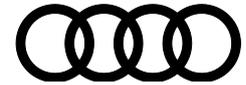
**2022** 9th place Dakar Rally (driver Mattias Ekström) (Audi RS Q e-tron)

**2023** 14th place Dakar Rally (driver Mattias Ekström) (Audi RS Q e-tron), 9th place Morocco Rally (driver Mattias Ekström) (Audi RS Q e-tron)

[www.emilbergkvist.se](http://www.emilbergkvist.se)

Facebook: @emilbergkvistrally

Instagram: @emilbergkvist



Stéphane Peterhansel

## Living legend

**Stéphane Peterhansel has won the Dakar Rally a total of 14 times. The Frenchman has won six times in the saddle of a motorcycle and eight times at the wheel of a car. His passion for the marathon classic is unbroken.**

Even as a child, Stéphane Peterhansel learned how to deal with challenges. At the age of eight, his father, a motocross racer, gave him his first motorcycle. At 18, the top talent rides his first championship on an enduro machine and becomes champion straight away. In 1988, when Peterhansel was 22, he made his Dakar debut as a works driver. Although 18th place is not at all to his taste, he now knows for sure: “This is my race. And now I want to win it!”

He achieved this a total of 14 times between 1991 and 2021. Since then, a lot has changed at the Dakar Rally. After its beginnings in Europe and Africa in 1979, it was held in South America from 2009 onwards. Since 2020, it has had its third stage in Saudi Arabia. Even for record winner Peterhansel, time has never stood still. Since 1999, after his sixth Dakar victory on a motorcycle, he has been taking part in the most important cross-country rally in a car. And impressively continued his streak there with eight more victories.

Looking at the project development to date with the Audi RS Q e-tron, the Frenchman comes to a clear conclusion: “We started with a good concept. It’s a very special drivetrain concept with good vehicle balance – that’s what excited me. And then the engineers improved the system year after year. As a result, the car got better and better for us to drive. I am very happy with the set-up. Everything in the cockpit also meets our expectations. We have an excellent seat and can operate the car as we wish.”

The experienced record winner is expecting a challenging route for the Dakar Rally in 2024. “The routes will be slightly longer than before. The endless sea of dunes in the Empty Quarter will be particularly tough, both in terms of terrain and navigation,” says Peterhansel. “It will be a very long rally with 14 days of competition. It is particularly important to maintain our own energy levels. We need to rest after the strenuous stages and eat well so that we are fresh every morning.”



Biography

## **Stéphane Peterhansel (F)**

**Date of birth:** August 6, 1965

**Place of birth:** Échenoz-la-Méline (F)

**Place of residence:** Aminona (CH)

**Marital status:** married to Andrea, one son (Nicolas) and one daughter (Melanie)

**Height/weight:** 1.77 m/68 kg

**Motorsport since:** 1988 (Audi driver since 2021)

### **Career as a driver:**

**1983–1987** Motocross

**1988** 18th place Dakar Rally (motorcycle)

**1989** 4th place Dakar Rally (motorcycle)

**1990** Dakar Rally (motorcycle)

**1991** 1st place Dakar Rally (motorcycle)

**1992** 1st place Dakar Rally (motorcycle)

**1993** 1st place Dakar Rally (motorcycle)

**1995** 1st place Dakar Rally (motorcycle)

**1996** Dakar Rally (motorcycle)

**1997** 1st place Dakar Rally (motorcycle), 1st Enduro World Championship

**1998** 1st place Dakar Rally (motorcycle)

**1999** 7th place Dakar Rally (automobile)

**2000** 2nd place Dakar Rally (automobile)

**2001** 12th place Dakar Rally, 1st Enduro World Championship

**2002** Dakar Rally (Automobile)

**2003** 3rd place Dakar Rally (automobile)

**2004** 1st place Dakar Rally (automobile)

**2005** 1st place Dakar Rally (automobile)

**2006** 4th place Dakar Rally (automobile)

**2007** 1st place Dakar Rally (automobile)

**2009** Dakar Rally (Automobile)

**2010** 4th place Dakar Rally (automobile)

**2011** 4th place Dakar Rally (automobile), 1st Abu Dhabi Desert Challenge

**2012** 1st place Dakar Rally (automobile)

**2013** 1st place Dakar Rally (automobile)

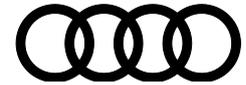
**2014** 2nd place Dakar Rally (automobile)

**2015** 11th place Dakar Rally (automobile), 1st Gran China Rally

**2016** 1st place Dakar Rally (automobile)

**2017** 1st place Dakar Rally (automobile)

**2018** 4th place Dakar Rally (automobile), 2nd place Baja Portalegre 500



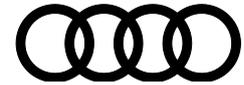
**2019** Dakar Rally (Automobile), 1st place FIA World Cup Cross Country Rallies

**2020** 3rd place Dakar Rally (automobile), 1st place Baja Hail 1 and 2, 4th place Rally Andalusia

**2021** 1st place Dakar Rally (automobile), Audi Dakar Project

**2022** Dakar Rally (automobile), 1st place Abu Dhabi Desert Challenge (Audi RS Q e-tron)

**2023** Dakar Rally, Morocco Rally (automobile) (Audi RS Q e-tron)



Edouard Boulanger

## Top right from the start

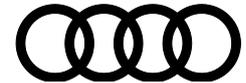
**It was not until 2014 that off-road motorcyclist Edouard Boulanger became a co-driver after a career as a driver. The Frenchman took over this role alongside Stéphane Peterhansel from his wife Andrea. The new line-up won the 2021 Dakar Rally at the first attempt.**

The Dakar victory was the second unexpected huge surprise for Edouard Boulanger: “To be able to drive alongside Stéphane and assist him was already a dream. But to win the Dakar with him in our first year together was something I hadn’t even dared to dream of.”

He has also been part of the Audi Sport team since day one. The second season did not go according to plan for the Frenchman at all in 2023: a serious accident at the Dakar Rally in January with a back injury meant a long period of convalescence. “I had never suffered such a serious injury before,” Boulanger looks back. “I’ve only been able to do sport intensively again since May.” The co-driver, who is also a qualified engineer, has used this phase to reorient himself. “I critically evaluated the training I had done before and came to the conclusion that I wanted to change something. Instead of cardio training and endurance, I set new priorities and intensified my muscle training. That seems to be more important to me for the Dakar Rally. I now train five to six times a week. That gives me a workload of 12 to 15 hours of sport.”

Edouard Boulanger is positive about the latest developments at Team Audi Sport. “Many new people have joined the team this year. They have got up to speed very quickly and set priorities that we as drivers and co-drivers very much welcome. Having previously worked on many classic vehicle topics, we now had the opportunity to focus a little more on the cockpit and the occupants. A lot has been done in the areas of comfort and safety. I am very grateful to the entire team for this.”

The Frenchman’s approach to the next Dakar Rally is clear. “A certain serenity in the cockpit will help us a lot. We want to stay calm so that we can concentrate fully on our tasks. That will be particularly important this year because the stages are so long and demanding. What’s more, the rocky sections that have caused a few surprises at the beginning in the past will only be tackled at the end in 2024.”



Biography

## **Edouard Boulanger (F)**

**Date of birth:** May 4, 1979

**Place of birth:** Nancy (F)

**Place of residence:** Jongny (CH)

**Marital status:** married to Constanza, two daughters (Aude and Claire)

**Height/weight:** 1.77 m/68 kg

**Motorsport since:** 1997 (Audi co-driver since 2021)

### **Career as a driver:**

**1998–2010** Enduro

**2005** 9th place Rally Morocco, 13th place Pharaohs Rally (motorcycle)

**2009** Final Erzberg Rodeo

**2011** 1st place Dakar Challenge (motorcycle), 5th place Pharaohs Rally (motorcycle)

**2012** Dakar Rally (motorcycle)

### **Career as a co-driver:**

**2014** Baja Spain (driver Peter Jerie), Baja Poland (driver Taddy Blasuziak), Morocco Rally (driver Peter Jerie)

**2015** Dakar Rally (driver Geof Ohlom), Baja Spain (driver Khalid Al Qassimi)

**2020** 1st place Baja Poland, 3rd place Baja Hail 1 and 2, 4th place Rally Andalusia (driver in each case Stéphane Peterhansel)

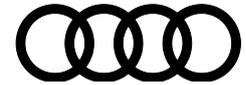
**2021** 1st place Dakar Rally (driver Stéphane Peterhansel), Audi Dakar Project

**2022** Dakar Rally, 1st place Abu Dhabi Desert Challenge (driver each time Stéphane Peterhansel) (Audi RS Q e-tron)

**2023** Dakar Rally, Morocco Rally (driver Stéphane Peterhansel) (Audi RS Q e-tron)

Facebook: @EdouardBoulangerCodriver

Instagram: @edouard\_boulanger



Carlos Sainz

## **El Matador**

**Carlos Sainz has shaped two disciplines of rallying for decades. He grew up in classic sprint rallying and won two world championship titles. After switching to cross-country rallying, the Spaniard has won the Dakar Rally three times and the World Cup once in the course of his now 40-year career.**

Even at 61, Carlos Sainz still feels the urge for sporting success. The Spaniard, who helped develop generations of rally cars with his relentless sense of perfection, also gives his all at Audi until the RS Q e-tron meets his expectations: “We’ve worked a lot. The set-up that we found for our car during the 2023 season makes me very happy. It is comfortable and efficient at the same time.”

He is also keeping a very close eye on the competition at the most important desert rally of the year. “They definitely include Dakar winner Nasser Al-Attiyah and World Rally Champion Sébastien Loeb in the Prodrive Hunter and, of course, my two teammates Stéphane and Mattias. Toyota also has a former winner in Giniel de Villiers and a number of good younger drivers in its line-up. And we certainly won’t underestimate our new opponent Ford with former winner Nani Roma.”

One constant that Carlos Sainz has relied on for a long time is his co-driver Lucas Cruz. “We’ve known each other for a very long time,” says Sainz about his compatriot. “We have a really good and stable friendship. I can sense when he’s struggling a bit. And he knows on which days things aren’t going so well for me. Then we always try to build each other up.”

Carlos Sainz has always loved sporting challenges. That’s why he stopped studying law after two years. Dedicating himself entirely to rallying was and remained his big thing. He has been doing this since 1980, when he turned 18. “And it’s still a dream that I can still do what I love most professionally: driving,” he assures us.

Carlos Sainz was already a champion before he won his first title on four wheels. “I became the first Spanish squash champion in 1979,” he notes. “If there’s one sport that’s good for motor sportsmen, it’s squash: you have to be very fit, have quick reflexes, good coordination, good all-round vision and be quick to think.” He still swings the racket regularly today. Sainz also enjoys playing tennis and golf and is very good at them.



Biography

## **Carlos Sainz (E)**

**Date of birth:** April 12, 1962

**Place of birth:** Madrid (E)

**Place of residence:** Madrid (E)

**Marital status:** married to Reyes Vázquez de Castro Rincón, two daughters (Blanca and Ana), one son (Carlos)

**Height/weight:** 1.77 m/ 84 kg

**Motorsport since:** 1980 (Audi driver since 2021)

### **Career as a driver:**

**1980–1986** Rallies in Spain and Europe

**1987** 35th place World Rally Championship

**1988** 11th place World Rally Championship

**1989** 8th place World Rally Championship

**1990** 1st place World Rally Championship

**1991** 2nd place World Rally Championship

**1992** 1st place World Rally Championship

**1994** 2nd place World Rally Championship

**1995** 2nd place World Rally Championship

**1996** 3rd place World Rally Championship

**1997** 3rd place World Rally Championship, 1st place Race of Champions

**1998** 2nd place World Rally Championship

**2000** 3rd place World Rally Championship

**2002** 3rd place World Rally Championship

**2003** 3rd place World Rally Championship

**2005** 3rd place Baja Portalegre 500

**2006** Dakar Rally

**2007** 1st place FIA World Cup Cross Country Rallies

**2008** 1st place Central Europe Rally, 14th place 24 hours Nürburgring

**2009** Dakar Rally, 1st place Silk Way Rally, 1st place Rally dos Sertoes

**2010** 1st place Dakar Rally, 1st place Silk Way Rally

**2011** 3rd place Dakar Rally

**2013** Dakar Rally

**2014** Dakar Rally

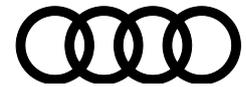
**2015** Dakar Rally

**2016** Dakar Rally

**2017** Dakar Rally

**2018** 1st place Dakar Rally

**2019** 13th place Dakar Rally, 2nd place Morocco Rally, 2nd place Baja Sharqiyah



**2020** 1st place Dakar Rally, 2nd place Baja Hail 1, 1st place Baja Hail 2

**2021** 3rd place Dakar Rally, Extreme E, Audi Dakar Project

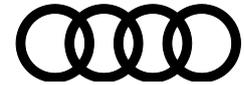
**2022** 12th place Dakar Rally (Audi RS Q e-tron), 3rd place Extreme E

**2023** Dakar Rally, Morocco Rally (Audi RS Q e-tron)

Facebook: @csainzoficial

Twitter: @CSainz\_oficial

Instagram: @carlossainzoficial



Lucas Cruz

## Experience counts

**Lucas Cruz already has three Dakar victories to his name. He has shared each of these successes with Carlos Sainz. The Spanish duo have been competing in rallies together for 13 years now.**

The two Spaniards first met 30 years ago. “Back then, Carlos was in charge of a development project for young Spanish rally drivers. I was one of the participants,” reports Lucas Cruz. It was the time when “El Matador” was one of the leading drivers in the World Rally Championship.

Even though their careers initially took separate paths and Lucas Cruz contested the Dakar with other drivers in both the car and truck categories, the two came together as a driver combination for the first time in 2009. The calm and level-headed navigator has experienced many situations in his life and knows how important it is to have a common basis of trust with his driver. “There is always high tension in the cockpit during these marathons, because just a small mistake by one of us can lead to major damage,” explains Lucas Cruz. This high tension can sometimes also lead to tension between driver and co-driver: “We often have to decide within milliseconds which route to take. Sometimes things go wrong and that naturally causes stress. But we basically have a good balance with each other.”

In his preparation, the 48-year-old Cruz leaves nothing to chance. He meets the high demands of the Dakar Rally with physical fitness through cycling and jogging on the mountain. But working with a sports psychologist is also important to the co-driver in order to optimize his reaction time and multitasking. The Spaniard counts the 48-hour test on the sixth stage in January 2024 as one of the biggest challenges. “We have to maintain the car ourselves with on-board tools because we spend the night away from the team. There is no proper catering for us, no toilets or showers. At night, the temperatures are low at this time of year and we sleep in small tents for one person. These are really tough conditions.”

He feels well prepared for these extreme circumstances and rates the many years of cooperation with Carlos Sainz accordingly highly. He also believes the team is in a good position. “We have rehearsed a lot of repair work in advance in order to be prepared. In addition, the team has focused very strongly on next January in recent months. Everyone is optimally prepared and highly motivated,” says Cruz confidently. So he can start the Dakar Rally with peace of mind.



Biography

## Lucas Cruz (E)

**Date of birth:** December 26, 1974

**Place of birth:** Barcelona (E)

**Place of residence:** Caldes de Montbui (E)

**Marital status:** single, one daughter (Edurne)

**Height/weight:** 1.79 m/78 kg

**Motorsport since:** 1994 (Audi co-driver since 2021)

### Career as a co-driver:

**1994–2000** Rally co-driver

**2001** Dakar Rally (driver José-Luis Montereiro)

**2006** Dakar Rally (driver Jean Pujol – Truck category)

**2007** Dakar Rally (driver Nani Roma)

**2009** Dakar Rally (driver Nani Roma), 1st place Silk Way Rally, 1st place Rally dos Sertões (driver Carlos Sainz each time)

**2010** 1st place Dakar Rally, 1st Silk Way Rally (driver in each case Carlos Sainz)

**2011** 3rd place Dakar Rally (driver Carlos Sainz)

**2012** Dakar Rally (driver Nasser Al-Attiyah)

**2013** Dakar Rally (driver Nasser Al-Attiyah)

**2014** 3rd place Dakar Rally (driver Nasser Al-Attiyah)

**2015** Dakar Rally (driver Carlos Sainz)

**2016** Dakar Rally (driver Carlos Sainz)

**2017** Dakar Rally (driver Carlos Sainz)

**2018** 1st place Dakar Rally (driver Carlos Sainz)

**2019** 13th place Dakar Rally, 2nd place Morocco Rally, 2nd place Baja Sharqiyah (driver Carlos Sainz in each case).

**2020** 1st place Dakar Rally, 2nd place Baja Hail 1, 1st place Baja Hail 2 (driver Carlos Sainz in each case)

**2021** 3rd place Dakar Rally (driver Carlos Sainz), Audi Dakar Project

**2022** 12th place Dakar Rally (driver Carlos Sainz) (Audi RS Q e-tron)

**2023** Dakar Rally, Morocco Rally (driver Carlos Sainz) (Audi RS Q e-tron)

Facebook: @LucasCruz74

Instagram: @Lucas74Cruz

Twitter: @LucasCruz74



Statistics

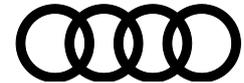
## The Audi drivers at the Dakar Rally

	<b>Mattias Ekström</b>	<b>Stéphane Peterhansel</b>	<b>Carlos Sainz</b>
Starts	3	35 (10 Moto, 25 Car)	15
Wins	0	14 (6 Moto, 8 Car)	3
Podiums	0	18 (6 Moto, 12 Car)	5

## The Audi co-drivers at the Dakar Rally

	<b>Emil Bergkvist</b>	<b>Edouard Boulanger</b>	<b>Lucas Cruz</b>
Starts	3	4	18
Wins	0	1	3
Podiums	0	1	6

*\* As of: 12/01/2023*



[Audi motorsport history](#)

## **From quattro to e-tron**

**Audi positions itself as the sportiest manufacturer in the premium segment and has a perfect basis to do so: motorsport. Sportiness, advanced technology and emotive design are the basis for the success of the Audi brand. The genes for this have their origin in racing, since 1980.**

### **The success story began with the Audi quattro**

Excluding the era before the Second World War that included the legendary Auto Union Grand Prix race cars in the 1930s, the motorsport history of AUDI AG began with the Audi quattro. The dominant victories and two manufacturers' and two drivers' titles achieved with the "original quattro" in the World Rally Championship between 1982 and 1984 were an important factor in the market success of the quattro drivetrain.

### **quattro also victorious in circuit racing**

After Audi had turned rallying upside down and stormed up Pikes Peak (USA) with the Sport quattro in record time on three successive occasions, Audi also made the quattro drivetrain fit for circuit racing: initially with the Audi 200 quattro and the Audi 90 quattro IMSA GTO in the United States, in 1990 and 1991 with two championship titles for the Audi V8 quattro in the German Touring Car Championship (DTM), and ultimately also with the A4 in the production-based super touring cars. In 1996, the Audi A4 quattro won the championship titles in seven countries. Between 2012 and 2016, the all-wheel drive system returned to the race track as the e-tron quattro.

### **Audi R8 most successful Le Mans sports car in present-day racing**

After the dominant quattro drivetrain was banned from touring car racing, Audi switched to sports prototypes and also underpinned its slogan "Vorsprung durch Technik" in this motorsport category for 18 years. Audi, on making its debut at Le Mans in 1999, the toughest endurance race in the world, immediately managed the leap onto the podium, finishing third overall. In the following years, the Audi R8 was in a class of its own. From 2000 to 2002, Audi achieved a historic hat-trick, not least thanks to the TFSI technology that debuted in 2001 and then also subsequently made its way into production. In 2004 and 2005, customer teams clinched two further overall victories for Audi. The R8 secured its spot in motorsport history with a total of 63 victories in 80 sports car races.



### **Title wins following the return to DTM**

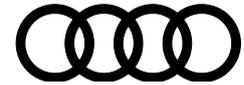
Following Laurent Aiello's victory with the Abt-Audi TT-R in 2002, Audi returned to the DTM with a factory-backed commitment in 2004 and instantly won the title with Mattias Ekström. In 2007, the Swede triumphed again, followed by Timo Scheider in 2008 and 2009, making Audi the first and so far only automobile manufacturer in DTM history to have managed a title hat-trick. In the 2011 season, Martin Tomczyk completed the success story of the Audi A4 DTM with another title, the fifth in total for the Audi A4 DTM. In 2013, Mike Rockenfeller, driving the Audi RS 5 DTM, clinched the ninth DTM title for Audi. René Rast caused a sensation in 2017 when he clinched another title for Audi in his rookie year. Audi took home the manufacturer's championship crown in the same year. In 2019 and 2020, Rast won the prestigious title two more times. Audi drivers have thus already won the DTM drivers' title twelve times. Added to this are six manufacturers' and eight teams' titles. Technologically, Audi has mastered one of the biggest upheavals in the history of the racing series with flying colors: In the two years of the DTM turbocharged engine era, the Audi RS 5 DTM, with its highly efficient two-liter turbo engine, was the benchmark with 28 victories, 95 podium finishes, 29 pole positions and 28 fastest race laps, as well as all six of the championship titles. Since 2021, the DTM has been exclusively held for GT3 sportscars. Audi Sport customer racing is looking after the entries of private teams.

### **Pioneering achievements with TDI technology**

With TDI technology, Audi achieved a pioneering feat and, at the same time, demonstrated "Vorsprung durch Technik" once again. In 2006, the Audi R10 TDI featuring a new concept was the first sports car with a diesel engine to triumph in the legendary Le Mans 24 Hours. In total, TDI technology came out winning eight times at Le Mans. In 2007 and 2008, Audi was again victorious with the R10 TDI at La Sarthe. In addition, Audi won the American Le Mans Series with the diesel-powered racing sports car three times in succession and, in 2008, the European Le Mans Series as well. With the R15 TDI in 2010, Audi celebrated a one-two-three result in the fastest Le Mans race of all time and set a new distance record that has not been broken to date. In 2011, 2012, 2013 and 2014, Audi TDI power was again victorious at Le Mans. In 2014, the brand celebrated its 13th victory in just 16 participations. Audi also demonstrates "Vorsprung durch Technik" in terms of energy efficiency. During the entire TDI era, Audi reduced diesel consumption by a total of 46 percent within the space of one decade.

### **First hybrid winner at Le Mans**

On clinching the first victory with a hybrid race car in the 2021 Le Mans 24 Hours, Audi achieved another pioneering feat in the world's most important endurance race. The Audi R18 e-tron quattro remained unbeaten at Le Mans for three consecutive



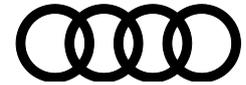
years (2012, 2013 und 2014). Many other innovations such as Audi Laser Light have been added to these pioneering feats in technology. The drivers' and manufacturers' titles won with the hybrid sports car in the 2012 and 2013 FIA World Endurance Championship (WEC) complete the track record in Audi's sports car era that ended in 2016.

### **Audi Sport customer racing for the brand's customers**

Since 2009, Audi has been using its most competitive products to chase trophies worldwide in customer racing with production-based technology. The Audi R8 LMS is available in its second generation in variants for the GT2, GT3 and GT4 categories. The Audi RS 3 LMS is a TCR touring car that also already exists in a second generation for racing and competes on five continents. Since the start of the program, customers worldwide have won several hundred racing titles. Outstanding individual successes include two class victories for the GT3 sports car at the Daytona 24 Hours, three overall victories at the Bathurst 12 Hour, four triumphs on the Macau street race, as well as in the Spa 24 Hours and already six victories in the Nürburgring 24 Hours.

### **Vorsprung durch Technik to continue**

The company is systematically continuing the electrification process of its motorsport program, which began in endurance racing in 2012. Following the LMP program with the R18 hybrid sports car, Audi was the first German car manufacturer to compete in the all-electric Formula E racing series in the 2017/2018 season. With four victories and a total of eleven podium places, Audi Sport ABT Schaeffler clinched the teams' championship title after twelve races. The brand with the four rings has been competing in the famous Dakar Rally since 2022 with an innovative prototype. The alternative drive concept combines an electric drivetrain with a high-voltage battery and a highly efficient energy converter for the first time. Cross-country rallying is currently the spearhead of the factory's commitment to motorsport. At the same time, Audi's Formula 1 project announced in 2022 continues to gather pace. From the 2026 season, Audi will compete in the FIA Formula 1 World Championship with its own works team. Development of the drive unit ("Power Unit") is in full swing at the Neuburg a. d. Donau site.



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