

Communications Motorsport

Jürgen Pippig
Telephone: +49 (0)841 89 34200
E-Mail: motorsport-media@audi.de

Eva-Maria Veith
Telephone: +49 (0)841 89 33922
E-Mail: eva-maria.veith@audi.de

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Audi R10 TDI uses Biofuel of the next generation for the first time

- **World premiere at the 24 Hours of Le Mans**
- **New: Shell V-Power Diesel race fuel with GTL and BTL**
- **Synthetic diesel fuel reduces emission of CO₂**

Ingolstadt – World premiere in motorsport: At the 2008 Le Mans 24 Hours on 14/15 June, the three Audi R10 TDI prototypes entered by Audi Sport Team Joest will race for the first time with the next generation of Biofuel manufactured from Biowaste and promising a reduction in the emission of CO₂ by almost 90 per cent when compared with traditional diesel.

Audi fields the 650-hp plus R10 TDI, which has already won the famous 24 Hours of Le Mans twice, in sportscar races since 2006. Shell V-Power Diesel race fuel produced by development partner Shell has been used since the very beginning. It's a particularly powerful and efficient synthetic fuel which is created from Natural Gas in a process called Gas To Liquids (GTL). Fuels with these components are already available at the pumps.

For the third appearance of the Audi R10 TDI at Le Mans, a small amount of Biofuel of the next generation is mixed for the first time with the previously well-proven GTL components: BTL (Biomass To Liquids), as it is officially called, is extracted from Biowaste that is unfit for use in foodstuffs, for example from waste wood. BTL promises a reduction in the amount of CO₂ emission by almost 90 per cent compared to traditional diesel.



Although they are manufactured from different raw materials, the two alternative fuels BTL and GTL are practically Sulphur free and odourless. They combine quality and efficient combustion with reduced exhaust emissions.

"Audi voiced its support early for the use of next generation Biofuels at Le Mans," explains Michael Dick, Member of the Board of Management of AUDI AG with responsibility for Technical Development. "It underlines our philosophy that we view Le Mans as a tough test field for new technologies which will be available at a later date in production cars for our customers. The Automobile Club de l'Ouest (ACO) provides the opportunity to use alternative drive concepts and fuels, which we exploit to the full."

The V12 TDI known for its efficiency and fitted to the Audi R10 TDI has already been tested successfully with the new fuel on the dynamometer and during tests. The first public appearance follows this coming Sunday (1 June) at the official test day at Le Mans. It traditionally provides teams with the only opportunity to test on the 13.629-kilometre circuit of Le Mans before the race.

Practice is on Sunday from 9 a.m. to 1 p.m. and 2 p.m. to 6 p.m. All three cars of Audi Sport Team Joest and all nine drivers will be in action.

Photographs and information available at www.audi-motorsport.info

AUDI AG sold a total of 964,151 cars in 2007 and thus achieved its twelfth consecutive record year. With revenue of € 33,617 million and profit before tax of € 2,915 million, the company attained its best figures ever. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). At the end of 2007, production of the Audi A6 started in Aurangabad, India. The company is active in more than 100 markets worldwide, AUDI AG's wholly owned subsidiaries include Automobili Lamborghini Holding S.p.A. in Sant'Agata Bolognese, Italy, and quattro GmbH in Neckarsulm. Audi employs about 54,000 people worldwide, including 45,000 in Germany. The brand with the four rings invests more than € 2 billion each year in order to sustain the company's technological lead embodied in its "Vorsprung durch Technik" slogan. Audi plans to significantly increase the number of models in its portfolio by 2015, from the 26 currently on offer to 40.