

Fact Sheet XXL

SCHAEFFLER

FIA Formula E New York

July 14/15, 2018

Round 11 & 12



#NYCEPrix

In two races at the finale, Team Audi Sport ABT Schaeffler will still be battling for the title in the teams' classification



This is Formula E +++ New York +++ 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

Formula E is celebrating its grand 2017/2018 finale with a double-header in New York City. This will also mark the end of the era of the first-generation cars used in the electric racing series. Our team, Audi Sport ABT Schaeffler, is still competing with car number one and, thanks to most recently having delivered

convincing performances, is still able to win the title in the teams' classification in the United States. This would be a strong conclusion. I already look forward to the coming season with new manufacturers, new locations and the second generation of race cars that will be even more efficient and powerful. At Schaeffler, as pioneers in electric mobility, we'll be on board again.



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

Contact

Schaeffler Technologies AG & Co. KG
Communications and Marketing
Schaeffler Automotive
Industriestr. 1-3, 91074 Herzogenaurach
presse@schaeffler.com, www.schaeffler.com

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."



#NYCEPrix

New York–Herzogenaurach

6,378 km

When talking about global cities per se, there can only be one: **New York**

Country and people

50 million tourists per day, the Statue of Liberty, Central Park, Wall Street – the Globalization and World Cities Research Network (GaWC) in its most recent index of the world's most important cities awarded the highest possible rating of Alpha++ to New York City. The "Big Apple" is located on the United States East Coast and home to some 8.5 million people.

8.5 million
inhabitants

1,214 km²
of area

Top grades for public transportation

In terms of mobility, the U.S. megacity offers a wide range of opportunities. The subway is fast, air conditioned and inexpensive. Some 6,000 cars shuttle 4.5 million passengers per day back and forth between nearly 500 stations. The subway's counterpart above ground is an equally well developed bus network. An icon in the streets of the city is the "yellow cab," a taxi that can unmistakably be spotted due to its color. In times of digitalization, the Uber mobility services provider has also long acquired an important spot in the city's mobility mix.

Into the future with electric power

New York's mayor is very receptive to electric mobility and planning far-reaching changes to his city's infrastructure. The goal is for one in five newly registered passenger cars to be electric by 2025. The existing 530 normal charging points at a total of 300 stations will be expanded by 50 quick-charging stations with 20 charging points each. These "green" actions in the field of mobility are intended to help New York City achieve its big aim of an 80-percent reduction of greenhouse gas emissions by 2050.

One high-rise building after another
The typical cityscape of New York



New York
in July

30 °C
Daytime temperature

20 °C
Nighttime temperature

9
Hours of sunshine/day

8
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

New York USA



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.

11 & 12



Drivers' standings

Pos.	Driver	Team	Points
1	Jean-Éric Vergne (F)	Techeetah	163
2	Sam Bird (GB)	DS Virgin Racing	140
3	Lucas di Grassi (BR)	Audi Sport ABT Schaeffler	101
4	Sébastien Buemi (CH)	Renault e.dams	92
5	Felix Rosenqvist (S)	Mahindra Racing	86
6	Daniel Abt (D)	Audi Sport ABT Schaeffler	85
7	Mitch Evans (NZ)	Panasonic Jaguar Racing	60
8	André Lotterer (D)	Techeetah	56
9	Oliver Turvey (GB)	NIO Formula E Team	46
10	Nelson Piquet jr. (BR)	Panasonic Jaguar Racing	45

Teams' standings

Pos.	Team	Points
1	Techeetah	219
2	Audi Sport ABT Schaeffler	186
3	DS Virgin Racing	157
4	Mahindra Racing	116

Hong Kong



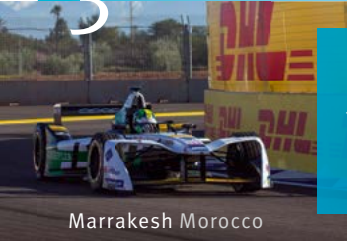
1 & 2

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



Marrakesh Morocco

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.

Santiago Chile

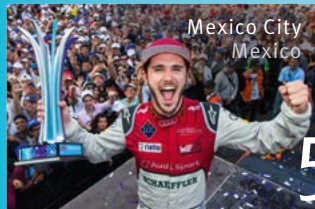


4

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.

Punta del Este Uruguay



6

On podium

March 17, 2018

The second driver of Team Audi Sport ABT Schaeffler, title defender Lucas di Grassi, celebrates his first podium finish this season as well: position two.

8



Paris France

Podium hat-trick

April 28, 2018

Lucas di Grassi finishes in second position for the third time in a row, overtaking his teammate, Daniel Abt, in the standings.

Home advantage used

May 19, 2018

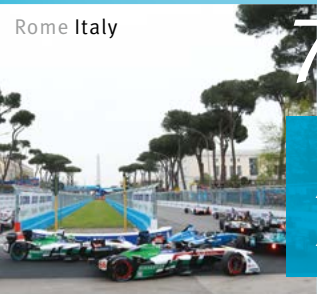
With pole position, victory and the fastest race lap Daniel Abt achieves his first Formula E "triple" in Berlin. Lucas di Grassi impresses as runner-up.



Berlin Germany

9

Rome Italy



7

Top twice

April 14, 2018

31 points – with second place for di Grassi and fourth for Abt Team Audi Sport ABT Schaeffler experiences its most successful event this season to date.

Zürich Schweiz



Historic

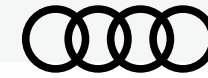
June 10, 2018

In the first international circuit race held in Switzerland since 1954, Lucas di Grassi celebrates his first victory this season. Schaeffler's Chief Technology Officer Prof. Peter Gutzmer accepts the trophy.

10

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 of 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



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

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 Kempton (D)

Residence Kempton (D)

Height 1.79 m

Weight 72 kg

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



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

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

880 kg weight including driver

5,000 mm Length

1,790 mm Width

1,070 mm Height

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 designed to prevent a technological arms race.

1

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

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 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.



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

Interview



Prof. Peter Gutzmer (right), Deputy CEO 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

Why are you active in Formula E with Schaeffler?

Peter Gutzmer: "Ever since the beginning of the automobile's history, motorsport has been fascinating the masses. In this context, Formula E is regarded as the key to technology transfer for future production technologies and mobility for tomorrow – that's why, in 2014, we were the first renowned supplier to enter the series together with Team ABT Sportsline. The huge emotionalization of this racing series and the success achieved to date prove the overall concept, and therefore the capabilities of electric mobility and our engineers, right. We're also already thinking about an extension of our successful electric motorsport activities."

Matthias Zink: "Motorsport has an additional, very important effect: it requires expertise of taking the technology to the limits – in terms of function, weight and service life."

What, exactly, does the technology transfer between motorsport and production look like?

Peter Gutzmer: "There's a huge amount to be learned in the development of the systems and components for Formula E. It starts with the motor on which we tried out various design principles, continues with the fundamentals of the cooling concepts for electric powertrains and extends all the way to the functionalities in the interaction of the battery, software and control units, as well as starting-from-rest and recuperation performance. All of our three Formula E powertrains have differed from each other. Now we're consistently applying this knowledge to production developments."

With Schaeffler you're also present in the DTM as the sponsor of a complete vehicle. This series has always been using conventional internal combustion engines. How does that fit together with your electric philosophy?

Matthias Zink: "Electric mobility is our future, but electric mobility is also the future of the internal combustion engine. As many studies reveal, we will not be able to achieve the envisioned targets by 2030 strictly with battery-electric mobility. In the total analysis, this will only be possible if we use renewable energies to create CO₂-neutral energy carriers which, ideally, can be achieved in an ICE system. The future of personal mobility will be shaped by a sound mix of hybrids, efficient IC engines and electric powertrains."

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

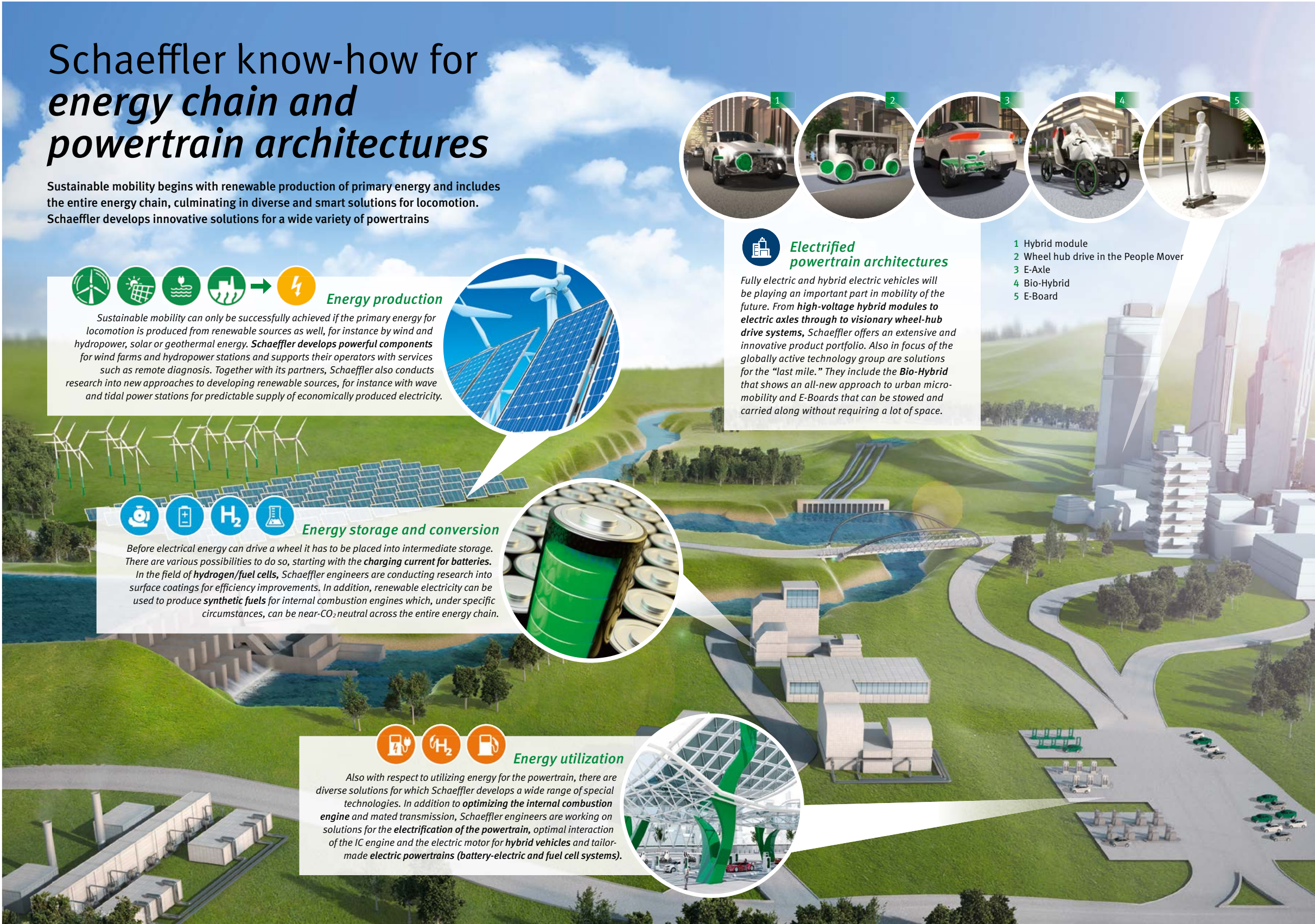
Also with respect to utilizing energy for the powertrain, there are diverse solutions for which Schaeffler develops a wide range of special technologies. In addition to optimizing the internal combustion engine and mated transmission, Schaeffler engineers are working on solutions for the electrification 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

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



Lucas di Grassi

- 🌐 lucasdigrassi.com.br
- 📘 lucasdigrassiofficial
- 🐦 @LucasdiGrassi
- 📧 lucasdigrassi
- 📺 LucasDiGrassi

#1

Daniel Abt

- 🌐 danielabt.de
- 📘 abtdaniel
- 🐦 @Daniel_Abt
- 📧 daniel_abt
- 📺 AbtDaniel



#66

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

- > 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

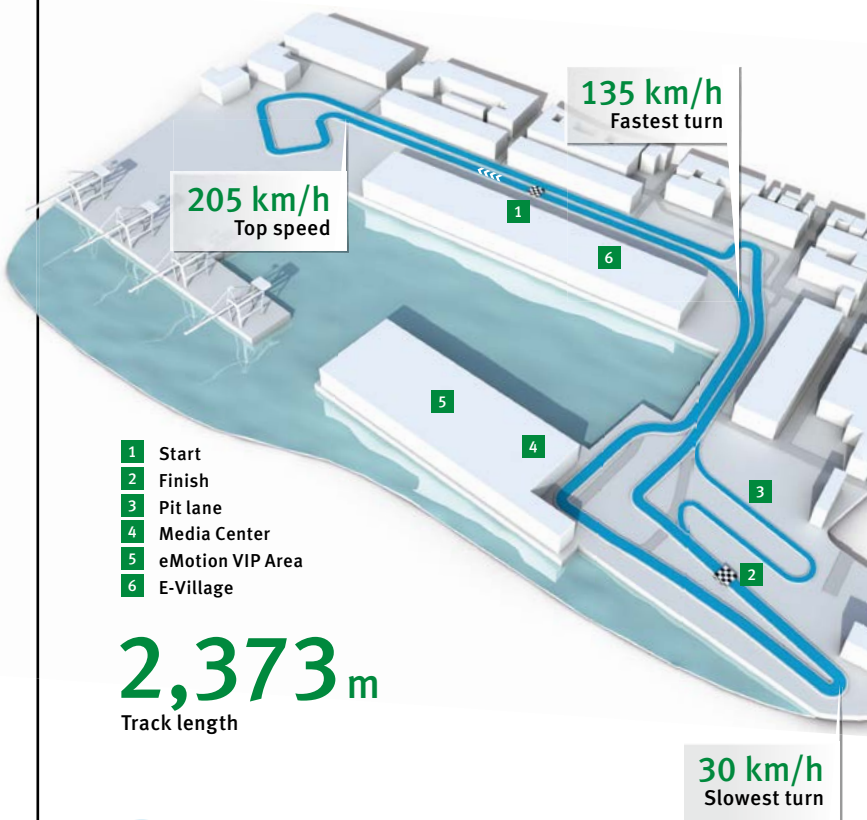
Schaeffler in Formula E (2014/15–2017/18)

- 1** drivers' title
- 43** races
- 8** fastest race laps
- 5** #1 pole positions
- 9** victories
- 31** podium positions
- 41** #FanBoost

The *race track*

Brooklyn Circuit

SCHAEFFLER



Schaeffler

schaefflergroup
 @schaefflergroup
 schaeffler.com
 SchaefflerGlobal

Audi Sport

AudiSport
 @audiformulae
 audi.com/audisport
 audisport

Team ABT

abtmotorsport
 @abtmotorsport
 abt-sportsline.de
 ABTSportslineTV
 abtmotorsport

FIA Formula E

fiaformulae
 @FIAFormulaE
 fiaformulae.com
 FIAFormulaE
 fiaformulae

2,373 m

Track length

SATURDAY

July 14, 2018 (local time)

07:30 – 08:15	Free practice 1	14:30 – 14:40	Driver parade
10:00 – 10:30	Free practice 2	14:53	Pit lane open
11:30 – 12:06	Qualifying (4 groups)	15:34	Race (45 laps)
12:15 – 12:30	Super Pole	16:35	Podium
13:55 – 14:25	Autograph session (E-Village)	16:55 – 17:10	Press conference (Media Center)

SUNDAY

July 15, 2018 (local time)

08:30 – 09:15	Free practice 3	14:00 – 14:10	Driver parade
11:00 – 11:36	Qualifying (4 groups)	14:23	Boxengasse offen
11:45 – 12:00	Super Pole	15:04	Race (43 laps)
13:25 – 13:55	Autograph session (E-Village)	16:05	Podium
		16:25 – 16:40	Press conference (Media Center)



Learn more about mobility for tomorrow



Video Racing for a reason