

**PRESS RELEASE**

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**Steering via cable****Mercedes-AMG Team Mücke Motorsport will again rely on Space Drive technology in the 2022 DTM**

*When the Mercedes-AMG GT3 enters the DTM grid, one thing is different: The Space Drive technology carrier with the #18 has no mechanical connection between the steering unit and the steering gear. All steering signals are passed on electronically and information on the road conditions is fed back to the driver in real time. In the 2022 season, Mercedes-AMG Team Mücke Motorsport, together with Mercedes-AMG GT3 driver Maximilian Buhk, will continue to focus on technology development in motorsport and will once again work in cooperation with Schaeffler Paravan Technologie GmbH & Co. KG to further develop the steer-by-wire technology Space Drive under the extremely demanding conditions of the DTM.*



Last year, the traditional Berlin racing team already successfully used the steer-by-wire Mercedes-AMG GT3 and was not only able to compete with the innovative steering technology, but even took the first Space Drive podium at the last race of the season at the legendary Norisring. "Technology development plays a very important role in motorsport. It moves everyone forward and motivates the entire team," says Peter Mücke, Team Principal of Mercedes-AMG GT3 Team Mücke Motorsport. "The Space Drive technology has developed enormously. We have learned a lot about the system. We are actually doing what has always been part of racing: further development under the toughest conditions and placing new technologies in the process. It's very, very fun."

As in the 2022 season, Maximilian Buhk will continue to drive the Space Drive development with Mercedes-AMG Team Mücke Motorsport as a development driver. "Being able to play my part in the further development of this revolutionary technology is extremely exciting for me as a racing driver. At the latest with third place at the DTM finale at the Norisring, we proved that the electronic steering system is also competitive in the tough DTM environment," says Maximilian Buhk. "I'm delighted to be able to compete in the DTM again in 2022 for Mercedes-AMG Team Mücke Motorsport with the Space Drive bolide. Because standing still in racing means taking a step backwards, our goal for the second season together is clear: We won't let up in our efforts to further optimize every detail. I really enjoyed standing on a DTM podium. I'd like to do that more often in the upcoming season."

Space Drive technology has been an integral part of the DTM regulations since the 2021 season. Already in the first race in Monza, Mercedes-AMG Team Mücke Motorsport was able to set an example and take home its first points. "We were able to take away important development impulses from last year's races and learned how to interpret the driver's steering feel through data," says Hubert Hügler, CTO of Schaeffler Paravan Technologie GmbH & Co. KG. "In the coming season, we will focus our development efforts on the performance of the system, among other things."

Last year, the Mercedes-AMG Team Mücke Motorsport team celebrated its DTM comeback after a five-year break by fielding GT3 cars. "Of course we are looking forward to 2022. It will be a very tough season, the influx of big competitors into the DTM is enormous. There will be many more cars on the track," says Peter Mücke, who is fielding more cars in the DTM Trophy as well as in the DTM Classic series. "At the end of the road, of course, results that come from a tough championship are much more valuable."

The 2022 DTM kicks off the new season with the first test drives at Hockenheim on April 5 and 6. Further tests are planned for Portimão in Portugal on April 26 and 27. Directly afterwards, from April 30 to May 1, the first two races for the season opener will also take place there, out of a total of 16 for the 2022 DTM season. Further dates: Lausitzring (May 21/22), Imola/Italy (June 18/19), Norisring (July 02/03), Nürburgring (August 27/28), Spa/Belgium (September 10/11), Spielberg/Austria (September 24/25) and Hockenheim (October 08/09).



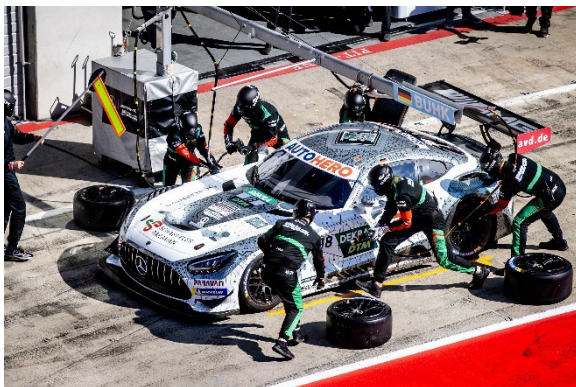
*This year, Mercedes-AMG Team Mücke Motorsport will once again enter the #18 Mercedes-AMG GT3 with Space Drive for Schaeffler Paravan Technologie. Photo: Group C Photography*



*Mercedes-AMG driver Maximilian Buhk will also pilot the Space Drive technology carrier with the #18 in the coming season. Photo: Group C Photography*



*Space Drive Development under the toughest conditions in the context of the DTM: Racing has always been considered a development accelerator for testing new technologies. Photo: Group C Photography*



*The successful cooperation with Peter Mücke and his Mercedes-AMG Team Mücke Motorsport will continue in the coming year. Photo: Group C Photography*



*The Mercedes-AMG GT3 manages entirely without a mechanical connection between the steering unit and the steering gear. The steer-by-wire system from Schaeffler Paravan makes this possible and is also an important key technology for autonomous driving. Photo: Group C Photography*

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**About Schaeffler Paravan Technologie GmbH & Co. KG**

Schaeffler Paravan Technologie GmbH & Co. KG is a company specializing in the development of fail-operational drive-by-wire systems - "Space Drive" - and chassis system solutions. It is headquartered in Herzogenaurach with an operating facility in Pfronstetten-Aichelau. Schaeffler Paravan Technologie is a joint venture (90 percent Schaeffler and ten percent Roland Arnold) and was founded in October 2018. The Space Drive system developed by Paravan founder, Roland Arnold was completely transferred to the joint venture and will be industrialized there. For future autonomous driving vehicles, Schaeffler Paravan is also developing a "rolling chassis" with intelligent corner modules - with integrated Schaeffler wheel hub motors, brakes, space drive steering (90 degrees) and suspension in one system. [www.schaeffler-paravan.de](http://www.schaeffler-paravan.de)

**About Mücke Motorsport:**

Mücke Motorsport has been successful in international motorsport for over 20 years, as well as being active in all junior areas of Formula 3, GP3 as part of Formula 1, the DTM and the ADAC GT Masters. For many years, Mücke Motorsport was active in the Red Bull Junior Team and Mercedes works team in Formula 3 as well as in the DTM. During this time, more than 150 drivers have been trained at Mücke Motorsport. In the process, 12 drivers have managed to make it all the way to Formula 1, including Sebastian Vettel, Sergio Perez, Pascal Wehrlein, Robert Kubica, Sebastien Buemi and Lando Norris. 36 drivers have become factory drivers in various categories. 24 drivers have competed in the 24h race at Le Mans for many years and have also won various international victories. In addition to driver training, the constant innovative further development of the racing cars by the Mücke Motorsport engineering team, which also provides software solutions in the field of vehicle simulation and chassis analysis as a service provider, is a key area of responsibility for Mücke Motorsport.