

Ultimate temperature test in Imola

Despite unfavorable starting position, good performance in the first DTM race on the traditional circuit of the Autodromo Enzo e Dino Ferrari in Imola, early retirement due to starting accident on Sunday in the second race. Space Drive project was able to generate important data at extreme temperatures.



Photo: GruppeC Photography

It was a challenge for man and for the steer-by-wire Mercedes-AMG GT3 with start number 18. Asphalt temperatures of up to 55 degrees prevailed on the 4.9-kilometer circuit of the Autodromo Enzo e Dino Ferrari just outside Bologna, Italy. Thus, the third race weekend of the DTM was also an extreme challenge for the electronic steering system Space Drive, which is used and further developed in the Mercedes-AMG technology carrier and which is used without mechanical connection between steering unit and steering gear. In the end, after a weak qualifying on Saturday, it was still enough for 18th place thanks to a strong race performance. On Sunday, the race ended for the Mercedes-AMG Team Mücke Motorsport and Space driver Maximilian Buhk already after the fifth turn.

"The tire gets so hot that you lose the complete peak. This is very interesting for our engineers. Since there is no mechanical connection between the steering wheel and the wheels, the driver gets the feedback via calculation models," says Roland Arnold CEO of Schaeffler Paravan Technologie GmbH & Co.KG. "We have already tested at minus 30 degrees in Finland and now at over 50 degrees asphalt temperature here in Imola. This data is important for future development and for autonomous driving. The sensor, camera and lidar manufacturers need this feedback information. The insights from this data are crucial for development."

On Saturday, having started the fifth DTM race from 23rd place after a disappointing qualifying session, Maximilian Buhk made a perfect start, moving up to 17th position after the first lap. With good pace, the Mercedes-AMG Team Mücke Motorsport decided to stay out for a long time. During a less than optimal pit stop on lap 20, the Berlin team lost important seconds. In the end, Maximilian Buhk crossed the finish line in 18th place on the almost 51 degree hot track in Imola.

In the second qualifying session on Sunday, the team and Maximilian Buhk were again unable to secure an optimum grid position and ultimately started from position 24. As on Saturday, Maximilian Buhk initially managed to jump ahead again after a good start. However, the joy already ended in the 5th turn of the first lap. After a collision with another car, the race was over for the #18 Mercedes-AMG GT3.

Peter Mücke, Team Owner, Mercedes-AMG Team Mücke Motorsport: "The outcome was of course not to our liking. We had a crash at the start. Nevertheless, I draw a positive conclusion in these

extreme heat conditions. We couldn't feel any degradation on the car or the steering, which worked as if it was ten or 15 degrees. That's the much more important point for me. We tested here in very extreme conditions. The performance on Saturday was good. From the data we were able to extract insights and then made changes, so it would have been very interesting to see where we would have ended up with today's setup. The performance against the other Mercedes was there."

Maximilian Buhk, Space Drive Pilot of the Mercedes-AMG GT3 #18: "When you start so far back, you can make up virtually no places in this tight field. Yesterday we were lucky at the start, but on the track it gets brutally difficult if you want to get to the front. Rake it off and Norisring will be better."

Axel Randolph, Head of Race, Schaeffler Paravan Technologie GmbH & Co. KG: "We are on the road here with asphalt temperatures of over 50 degrees and outside temperatures of 35 degrees. During development, we have to cover the entire range to ensure a holistic view of the data, for the sound further development of the technology. Example: When tires get too hot, they start to slip. Given the right data, we can then pass on this feeling to the driver. For this, it's very important to also work in such conditions - in very cold and very hot temperatures."

In just under two weeks, rounds seven and eight of the 2022 DTM will take place on July 01 and 02 at the Norisring, the traditional city circuit in Nuremberg.





Photos: GruppeC Photography

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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 within Formula 1, DTM and 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.

To 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