

## PRESS RELEASE

**Through Turn 1 at over 250 km/h** At the home race of the Mercedes-Team Mücke Motorsport team, the #18 Space Drive Mercedes-AMG GT3 narrowly misses out on its first points in Saturday's DTM race at the Lausitzring, impressing with good pace in both races but slowing down with weak qualifying.



Photo: GruppeC Photography

It was to be a home game for the Mercedes-AMG Mücke Motorsport team, for the second DTM weekend and the German season opener at the Lausitzring south of Berlin, who competed in three series at once. On Saturday, only one place separated the Berlin team from the longed-for first points of the 2022 season. The #18 Mercedes-AMG GT3 driven by Maximilian Buhk, which thanks to the Space Drive digital steering system from Schaeffler Paravan Technologie GmbH & Co. KG's digital steering system, the #18 Mercedes-AMG GT3 managed without a mechanical connection between the steering unit and the steering gearbox and finished 11th on Saturday. On Sunday, after lap 35 and an unintentional detour into the grass shortly before the end of the race, it was over. The steer-by-wire technology carrier was classified in 22nd place. The spectacular course through Turn 1, the first curve of the Lausitzring Trioval, which is driven through at almost 250 km/h, was a particular focus for drivers, Space Drive developers and the public.

In Saturday's race, only 1.5 seconds separated the Mercedes-AMG GT3 and Maximilian Buhk from the first points of the season after 35 laps on the 4.6-kilometer Lausitzring circuit. After a weak qualifying session, he started the race from position 17 on row nine, eight tenths of a second behind the top-class field. In the course of the race, the 29-year-old from Hamburg was able to score points thanks to consistently fast lap times and make up further positions after the pit stop. As a result, he worked his way up to 11th place. With a better starting position, a lot more would have been possible.

After a promising race, the team had high hopes for Sunday, but was thwarted in qualifying. Lying in 14th position after the first laps, Buhk was slowed on his fast lap four minutes before the end of

qualifying by the red flag - caused by a burning vehicle on the track. In the end, it was only enough for grid position 21, seven tenths behind the pole setter. The team was also dogged by bad luck at the start. In Turn 2, Maximilian Buhk ran out of space, leaving him only the path across the grass, which brought him to the end of the field. From there he started the race to catch up. After an early pit stop, Maximilian Buhk was again able to make up positions on good pace. However, after another detour over the grass in Turn 4, the race ended for Maximilian Buhk in the pits on the twelfth-last lap due to a damaged front splitter.

**Peter Mücke, team owner of Mercedes-AMG Team Mücke Motorsport:** "We had imagined our home race a little differently. Things didn't go well enough in qualifying, but they did in the race. But to be able to score points here, both things have to fit. Turn 1 is definitely special. Courses like this are important for the development task we have here. The steer-by-wire topic has huge development potential for the future digitization of the vehicle industry. It has to be said that we are working on a piece of contemporary history. Developing in the area of autonomous driving right now is a very important building block, and we are supplying the relevant data with our work. Where better to develop something like this than in racing. What works here will also work on the road later."

**Maximilian Buhk, development driver of the #18 Mercedes-AMG GT3:** "Things didn't go optimally, especially in qualifying. We had no pace and that took its revenge in the race. On Saturday we finished 11th, but today we were a bit out of rhythm due to the red flag and then unfortunately we were only 21st. In Turn 2 I ran out of space in the pack at the start and had to go through the grass once and then got in line at the back. After the stop we actually had a good pace and were able to overtake a few cars. Turn 1 is special, but I approach it with the Space Drive steering so that I can get through it as quickly as possible. I don't think it's any different with the normal steering and I would run it in like that."

**Hubert Hügler, CTO of Schaeffler Paravan Technologie GmbH & Co. KG:** "The challenge here at the Lausitzring is not only Turn 1, one of the most demanding corners in the DTM calendar, but the combination of the slow infield and this extremely fast corner. Finding the optimum set-up there and performing accordingly is not only a challenge for the entire car, for the driver, but also for the steering. We're going through the curve here at about 240 km/h and almost 2.5 G lateral acceleration."

In just under four weeks, rounds five and six of the 2022 DTM will take place on June 18 and 19 at the traditional Autodromo Enzo e Dino Ferrari circuit in Imola near Bologna.





*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.

**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)