



***DS PERFORMANCE***



ABB FIA FORMULA E WORLD CHAMPIONSHIP  
2022/2023 SEASON

# BÉATRICE FOUCHER

— CHIEF EXECUTIVE OFFICER, DS AUTOMOBILES

## — INNOVATION IS BORN OUT OF COMPETITION! —

Electrification has been at the very heart of our global strategy ever since DS Automobiles was created. Our success in Formula E as the first premium constructor engaged in the sport – thanks to double titles in the Drivers and Teams championship, as well as numerous records broken with the second-generation car – has already given us a lot in terms of technological advancement and profile.

Now we open up a new chapter with a very famous team, two exceptional drivers, and a clear objective : continuing to win titles to accompany the launch of our exclusive new range of 100% electric models from 2024.

The calendar before us will allow us to showcase the art of French travel all over the world throughout the season. In America, Asia, Africa, and Europe, over all four continents where DS Automobiles has already won in Formula E, our brand will continue to highlight its know-how and experience when it comes to electrification.

The women and men of DS Automobiles are all committed to our Formula E World Championship project, and we are all behind the drivers and team as they seek to conquer yet more victories !



# 2022/2023 WORLD CHAMPIONSHIP

11 CITIES, 16 E-PRIX



R1 

MEXICO CITY (Mexico)  
January 14, 2023

R2-R3 

DIRIYAH (Saudi Arabia)  
January 27-28, 2023

R4 

HYDERABAD (India)  
February 11, 2023

R5 

CAPE TOWN (South Africa)  
February 25, 2023

R6 

SÃO PAULO (Brazil)  
March 25, 2023

R7-R8 

BERLIN (Germany)  
April 22-23, 2023

R9 

MONACO  
May 6, 2023

R10-R11 

JAKARTA (Indonesia)  
June 3-4, 2023

R12 

PORTLAND (USA)  
June 24, 2023

R13-R14 

ROME (Italy)  
July 15-16, 2023

R15-R16 

LONDON (United Kingdom)  
July 29-30, 2023



HYDERABAD E-PRIX

# JEAN-ÉRIC VERGNE IS THE BIG WINNER OF THE FIRST INDIAN E-PRIX

JEAN-ÉRIC VERGNE WON THE VERY FIRST FORMULA E WORLD CHAMPIONSHIP RACE IN INDIA ON SATURDAY 11 FEBRUARY. IT WAS A STUNNING VICTORY THAT CROWNED A SPECTACULAR E-PRIX, WHICH HIGHLIGHTED THE TOP-LEVEL PERFORMANCES OF THE TWO DS E-TENSE FE23 CARS.



On a temporary circuit that no racing car had ever tackled before, the two DS Automobiles single-seaters soon showed their potential right from the start of free practice. The 2.835-kilometre street track had the peculiarity of being very dusty in some places, so potentially slippery. Many drivers found that out the hard way, but Jean-Éric Vergne and Stoffel Vandoorne managed to steer clear of trouble. At the end of a lively qualifying session, Jean-Éric was able to seal second on the grid, just two-hundredths of a second off pole position! It wasn't such a successful start to the day for Stoffel Vandoorne, who qualified 17<sup>th</sup> on the grid. But that's without considering the talent and exceptional determination of the reigning world champion!

As the cars lined up on the grid in Hyderabad, temperatures climbed to a sweltering 37°C: the heat providing an extra challenge for both man and machinery. But luckily 'Jev' could count on a car that was perfectly prepared by DS Performance: the competition arm of DS Automobiles.

Having settled into a front-running position, the French driver was never out of the top three, playing a waiting game as the strategies panned out. Just before the mid-point of the race, the Frenchman moved

into the lead. Working in tandem with his race engineer, this was a true demonstration drive, thanks to some solid race craft and perfect energy management. Jean-Éric was constantly attacked by his rivals but managed to authoritatively fend them off, using all his racing experience, in a complex situation where just the slightest mistake could cost several places. Lap after lap, the DS PENSKE driver perfectly controlled the situation before crossing the finish line as the winner! It's no co-incidence that he's a two-time Formula E champion.

*"Since the start of the season we've been working hard to make progress with the car," said Jean-Éric Vergne. "I'm very pleased with the level we reached in India, and we're going to continue to work hard to improve, as we've got more potential to come."*

Driving a reliable and competitive car, Stoffel Vandoorne put on a fantastic fightback to rise from 17<sup>th</sup> to six<sup>th</sup> place. He would finally be classified eight because of a penalty, but he still secured some important points for the team.

DS PENSKE scored more points (29) than any other team in Hyderabad, the scene of the 16<sup>th</sup> win for DS Automobiles in Formula E.



THE DS E-TENSE FE23 SHOWED AN EXCELLENT LEVEL OF PERFORMANCE ON THE HYDERABAD CIRCUIT

— CAPE TOWN E-PRIX

# THE DS E-TENSE FE23 SHOWS RAPID PACE

THE CAPE TOWN CIRCUIT IS THE FASTEST THAT HAS EVER BEEN SEEN IN FORMULA E. BY FINISHING SECOND AND SEVENTH OVERALL RESPECTIVELY, JEAN-ÉRIC VERGNE AND STOFFEL VANDOORNE WERE ABLE TO DEMONSTRATE THE HIGH-FLYING PERFORMANCE OF THEIR DS E-TENSE FE23 CARS.



Held on public roads, the Cape Town circuit had been practised by the teams on the simulator. But the pressure stepped up a gear when the drivers took the track walk, discovering the circuit on foot for the first time. As Vergne said: *"I'd already noted a few things on the simulator, such as the bumps – which were faithfully reproduced – but there are always some surprises, such as the road markings on the ground as well as the manholes."*

After two practice sessions, which were approached carefully, the times started to tumble in qualifying. In group A, JEV ended up eighth. But Vandoorne was hit by bad luck just as he was about to set the best time in sector 1. His hopes of pole position were dashed when he saw the debris of another car littering the track, as a rival hit the wall. This meant a red flag and the session being suspended. The end result was 12<sup>th</sup> on the grid for the Belgian driver. Vergne was quick but found himself eventually eliminated in the knockout by the day's poleman – by just 53 thousandths of a second. He would finally start from fifth on grid.

#### BALANCING THE ODDS

In the race, JEV took every opportunity going and stayed in contact with the leading group. For his part, Stoffel got into the top 10 and made up more places. Courtesy of two safety car periods, the Cape

Town E-Prix was extended for two laps by race control. In the closing stages, Vergne was in the lead of the race and eyeing another win. But in the final few corners his former team mate Antonio Félix Da Costa managed to make a daring passing move stick.

*"Tonio was quite aggressive and I didn't see him in my mirrors," said Vergne. "If I had defended, he could have touched the wall, bounced back onto the track, and taken us both out. If neither of us had the lengthy experience that we do in this discipline, I think it could have ended badly. After my win in India, I'm happy with this second place in South Africa."*

This was the wise conclusion from the Frenchman, who also set the fastest race lap.

Vandoorne, who finished in a strong seventh place, also lifted the team's spirits with a top speed that had never been seen before in Formula E: 249.2kph! In between the unforgiving walls, in the middle of the city, on roads that are normally filled with normal traffic, that's a particularly impressive number. Three teams – including DS Penske – came away from South Africa with 25 extra points on the board, allowing JEV to close in on the championship leader and DS Automobiles to remain in the title fight.



SÃO PAULO E-PRIX

# STOFFEL VANDOORNE IS A SUPER POLEMAN!

A GREAT POLE POSITION AND SOME IMPORTANT POINTS. THAT'S THE BEST SUMMARY OF THE FIRST SÃO PAULO E-PRIX FOR DS PENSKE.



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After Hyderabad and Cape Town, Brazil was the third brand-new venue visited by Formula E this year.

The track, which was bumpy and deformed by rainfall, formed a 2.96-kilometre lap with the long straights allowing drivers to reach high top speeds. The DS Automobiles single-seaters peaked at 270kph: an impressive benchmark on a street circuit!

After free practice, where the DS Penske drivers got to grips with the track, Stoffel Vandoorne shone in qualifying. The reigning world champion set his first pole position of the year and the 22<sup>nd</sup> for DS Automobiles.

*"I'm very happy with this first place on the grid with the DS PENSKE team, and my first pole with the GEN3 car,"* said Stoffel Vandoorne. *"And I hope it's going to happen again soon!"*

## SPEED AND CONSISTENCY

Stoffel Vandoorne played the role of leader perfectly over the first few laps of the race, driving consistently and well aware that being in front costs a lot in terms of energy at this type of circuit. The black and gold DS E-TENSE FE23 was constantly at the forefront, before being forced to drop a few places towards the race finish, ending up in a worthy sixth place. As for Jean-Éric Vergne, he was able to use all his experience throughout the race.

The two-time champion started from seventh on the grid and intelligently managed his resources to make up two places and cross the finish line in fifth place. *"I really had to fight hard to stay in touch with the leading group,"* said JEV. *"But my goal was still to score points, both for myself and the team, and we achieved that. This allows me to keep pushing and close in on the championship leader."*

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— BERLIN E-PRIX

# ANOTHER PODIUM FOR JEV!

THE TWO BERLIN RACES WERE INTENSE AND POSITIVE FOR THE DS PENSKE TEAM. A THIRD PLACE FOR JEAN-ÉRIC VERGNE BROUGHT HIM CLOSER TO THE CHAMPIONSHIP LEAD.



The Berlin circuit is a well-known venue for DS Automobiles, as back in 2020 it's where the French manufacturer claimed two of its four drivers' and constructors' titles. Using the historic Berlin Tempelhof airport site, the track is made up of a ridged concrete surface that the DS E-TENSE FE23 single-seater was running on for the first time. But it quickly got used to the unique conditions.

Stoffel Vandoorne set the fastest time in his qualifying group for the first race of the weekend, while Jean-Éric Vergne just missed out on the decider by five-thousandths of a second. But the frustration was short-lived for the two-time world champion, who saw his 10<sup>th</sup> place on the grid as an opportunity to score some big points. The all-electric single-seaters prepared by DS Performance had certainly demonstrated their potential ahead of the races.

Vandoorne got underway from third on the grid and ran in the top five for the first part of Saturday's race, before being taken out by another competitor. As a result, the reigning world champion was unfortunately forced into retirement when a potential podium was on offer. JEV was also hit on a number of occasions, with one contact putting him into a spin and dropping him down to 19<sup>th</sup> place. The DS PENSKE driver used all his talent and made the most of every technical setting on the car to mount a no-holds-barred fightback. Thanks to a mixture of bravery and tactical energy management, he finished in a strong seventh place: scoring points that moved him to third in the drivers' championship..

### DOMINATION ON A DAMP SURFACE

Rain characterised the following day, and this time it was Vergne who set the fastest time in his qualifying group. He started from fourth on the grid, just ahead of Vandoorne. The Belgian was fifth in his group, which meant that he would start ninth on the grid. As the race went on, the positions of the two DS E-TENSE FE23 cars varied according to their strategies. Vergne fought at the front, while Vandoorne capitalised on the opportunities in the midfield. Nearly all the drivers used their two Attack modes early on, with a pecking order beginning to form by mid-race. Vergne drove consistently and opportunistically while defending



well to finish third, less than two seconds off the winner, with Vandoorne also scoring points for eighth place.

Thanks to these combined results over the course of the weekend, DS PENSKE reaped the rewards of consistency and consolidated the placings in both championships. Vandoorne again showed how the team could count on him at the most important moments, while Vergne proved to be one of the leading lights of the ABB FIA Formula E championship once more. His 33<sup>rd</sup> Formula E podium was also the 48<sup>th</sup> for DS Automobiles in 97 races.



— MONACO E-PRIX

# THE DS COMEBACK!

STARTING FROM THE BACK ROW OF THE GRID, THE TWO DS PENSKE DRIVERS FOUGHT BACK THROUGH THE FIELD TO PLACE THEIR DS E-TENSE FE23 CARS IN THE POINTS AT THE END OF THE RACE. HERE'S THE STORY OF A DAY FULL OF TWISTS AND TURNS.



Straight out of the block, Jean-Éric Vergne and Stoffel Vandoorne showed that they were a force to be reckoned with in practice. In the opening session, the two electric single seaters, powered by DS Performance, were at the sharp end.

Vandoorne recorded the second-fastest time, one-tenth of a second off the quickest driver, while Vergne was only two-tenths further back with the fifth-fastest time. The pair of DS drivers were inside the top 10 in the second session, less than half a second off the leading pace. Still looking for extra performance ahead of qualifying, the engineers adjusted the minimum tyre pressures, counting on a natural increase as the cars drove on the track. It was a very fine adjustment, which unfortunately backfired as both Vandoorne and Vergne's qualifying times were deleted due to having a non-compliant tyre pressure, relegating them to the rear of the grid. However, this disappointment



served as motivation for the team, which was determined to make it into the points in the principality. This determination, and the talent of the drivers allowed the squad to achieve those goals.

#### 27 POSITIONS GAINED FOR THE TEAM, JEV TAKES THE "DRIVER OF PROGRESS" AWARD

Starting 21<sup>st</sup> and 22<sup>nd</sup> on the grid, Vandoorne and Vergne had to carefully balance the necessity to overtake with the need to preserve energy throughout the race. Despite high performance and energy efficient cars, the pair spent the first half of the E-Prix helping each other in traffic. Then, in Attack Mode, which was more favourable to Vergne than it was to Vandoorne, both drivers produced superb comebacks to finish inside the top 10, in seventh and ninth respectively.

*"I did the best race that I could in the circumstances," commented JEV. "I had a very good car and we adopted a strategy that paid off, I managed a lot of overtaking...I'm just a little frustrated by the impact that the first Safety Car (seven laps from the end, following an accident involving two drivers) had on our race because I think I could have got into the top five. But I will take the points for seventh with pleasure, especially since this result shows that we were competitive despite our starting position."*

Thanks to his performance, Vergne won the first edition of the new "Driver of Progress" award from Formula E, which rewards the driver who gains the most positions in a race (15 in JEV's case!).

*"It was a difficult day for us, but it ended quite well because we managed to score some important points in the championship," underlined Vandoorne. "Under the circumstances, we can be satisfied!"*



— KEY STATS FROM DS AUTOMOBILES IN FORMULA E (AFTER MONACO)

# DS AUTOMOBILES IN FORMULA E

DS AUTOMOBILES WAS THE FIRST PREMIUM CONSTRUCTOR TO ENTER FORMULA E (IN SEASON 2) AND HAS MADE ITS MARK ON THE CHAMPIONSHIP'S HISTORY BY WINNING A SUCCESSION OF DOUBLE TITLES (TEAMS AND DRIVERS) IN 2019 AND 2020, WITH AN IMPRESSIVE SERIES OF VICTORIES AND PODIUMS. TODAY, DS IS KNOWN AS THE MOST SUCCESSFUL MARQUE IN THE HISTORY OF THE SERIES; HOLDING THE RECORD FOR THE HIGHEST NUMBER OF POINTS SCORED SINCE THE CREATION OF THE CHAMPIONSHIP.

98 RACES

04  
TITLES

47 PODIUMS

22 POLE POSITIONS

16 VICTORIES

# JEAN-ÉRIC VERGNE

Born: 25<sup>th</sup> April 1990 in Pontoise (France) | **2 DRIVERS' TITLES IN 2018 AND 2019** | 107 races | 11 victories | 14 pole positions | 33 podiums

HAVING MADE HIS FORMULA E DEBUT WITH DS IN THE 2015-2016 SEASON AND A FULL-TIME MEMBER SINCE 2018, JEAN-ÉRIC VERGNE IS ALSO AN AMBASSADOR FOR STELLANTIS' PREMIUM FRENCH BRAND AND ITS E-TENSE TECHNOLOGY. AS THE ONLY DOUBLE CHAMPION IN THE 100% ELECTRIC SINGLE-SEATER CHAMPIONSHIP, VERGNE HAS ENJOYED THE MAJORITY OF HIS SUCCESS IN FORMULA E WITH DS AUTOMOBILES. AS SUCH, THE FRENCHMAN HAS BUILT UP A STRONG RELATIONSHIP AND TRUST WITH A TEAM OF ENGINEERS AND MECHANICS, WHO HAVE PLAYED A KEY ROLE IN DELIVERING THE PAIR OF TITLES.





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Jean-Éric Vergne has been passionate about driving since his early childhood. From his first laps on a circuit (carried out at the age of three aboard a go-kart fitted with a custom-built seat built by his father), his Formula E drivers' titles are the fruit of a varied and diverse career in motorsport. A fierce competitor from the age of 10, JEV was already competing in the high-level categories and, by 11, he became French karting champion in the 'minime' class. Over the coming seasons, his tenacity and family support enabled him to become a member of the Équipe de France FFSA programme from 2006. Jean-Éric moved up the sport's ladder to Formula 1, where he took part in 58 Grands Prix between 2012 and 2014.

In November 2014, JEV made his debut in Formula E in what would become a long career in the electric category. He created history by taking pole position in his first weekend, on a dusty track in Punta Del Este in Uruguay. Jean-Éric also recorded a number of notable successes and played a big role in delivering the two Constructors' title to DS Automobiles, with whom he won his second Drivers' title.

With PENSKE, Jean-Éric Vergne's mission is to keep DS Automobiles at the forefront of Formula E and to showcase the brand's electric know-how. With a calendar featuring four new circuits, JEV's experience in the championship will be a real asset to the team for the coming season.

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# STOFFEL VANDOORNE

Born: 26<sup>th</sup> March 1992 in Courtrai (Belgium) | **DRIVERS' WORLD CHAMPION IN 2021-2022 SEASON**

64 races | 3 victories | 8 pole positions | 15 podiums

STOFFEL VANDOORNE FIRST ARRIVED IN FORMULA E AHEAD OF THE 2018-2019 SEASON, MAKING HIS DEBUT FOR THE HWA RACELAB TEAM, THEN POWERED BY VENTURI. FOLLOWING A PROMISING MAIDEN SEASON, THE BELGIAN REMAINED WITH THE TEAM THAT BECAME THE MERCEDES EQ FORMULA E TEAM DURING THE FOLLOWING YEAR AND WON THE WORLD CHAMPIONSHIP IN AUGUST 2022. THIS YEAR, STOFFEL WILL DEFEND HIS TITLE AS PART OF THE DS PENSKE TEAM.





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Like most professional drivers, Stoffel Vandoorne started out in go-karting, which he started at the age of five. The young Stoffel quickly became hooked on the adrenaline of motorsport and regularly competed before winning the Belgian championship in 2008. Two years later, he moved up to single-seater racing, in the French Formula Renault 1.6 Eurocup championship. He stepped up to the Formula Renault Eurocup 2.0 in 2012, winning the title ahead of a season in Formula Renault 3.5. Stoffel continued his swift progress up the career ladder with a move to GP2 Series, which he dominated en route to the title in 2015. A solitary year in Super Formula in Japan followed in 2016, before finally securing a McLaren seat in Formula 1 alongside Fernando Alonso. After contesting 41 Grands Prix, Stoffel switched to Formula E in 2018, while becoming reserve driver for Mercedes in Formula 1.

Today, Stoffel is fully engaged with DS PENSKE and is also reserve driver in F1 for Aston Martin. Formula E, however, remains his principal programme and the objective will be to cement his name further into the history of the electric racing championship.

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**THIS SEASON'S SINGLE-SEATERS ARE THE MOST POWERFUL AND TECHNOLOGICALLY-ADVANCED THAT THERE HAVE EVER BEEN. WHAT DOES THIS NEW HIGH REACHED BY THE CHAMPIONSHIP MEAN TO YOU?**

DS Performance has been present in Formula E since 2015. The first-generation cars were a learning process for us, and then, with the Gen 2 cars, we took two drivers and manufacturers' championships in 2019 and 2020. With the DSE-TENSE FE23, our Gen 3 car designed for the new season, we now have the most spectacular and powerful car that there is. It's a symbol of the championship has really been set free and showcases a lot of important technological progress. Having an electric motor at the front allows us to show that you don't need physical brakes – or hardly any – thanks to the stopping power from regeneration. This also gives a greater range and the ability to shrink components : all with the goal of bringing weight down and increasing range. That's great for the on-track show, and very positive in terms of communication as well. DS Automobiles will be 100% electric from 2024, and we need Formula E to spread that message. It's a series that remains a very useful tool to accelerate research and development, but also to enhance the image of our brand.

**DS AUTOMOBILES HAS A LONG-TERM ENGAGEMENT IN FORMULA E, WITH FOUR TITLES BEHIND THE TEAM, AND THE LINE-UP ALSO INCLUDES JEAN-ÉRIC VERGNE: THE ONLY DOUBLE CHAMPION IN THE HISTORY OF THE SERIES. WHAT'S YOUR WINNING RECIPE?**

DS Performance is all about a group of very capable and committed women and men. We're lucky to have engineers who have passed from internal combustion powered motorsport to electric motorsport, with the same level of expertise and involvement. Motorsport is entertainment for the public, but Formula E is something that's fundamental and very serious for Stellantis Motorsport and DS Automobiles. We're putting our know-how and capabilities at the service of the team in order to win races, but also to fulfil our objective of enhancing the profile and reputation of the brand. If I had to sum up our winning formula, I would say that it's the combination of the focus, expertise, and commitment of each and every single person. The biggest challenge lies in putting all of that together at the same moment, but it's the quality of the people that always makes the difference. There's the secret!

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# EUGENIO FRANZETTI

DS PERFORMANCE DIRECTOR

**AT THE END OF LAST YEAR YOU WELCOMED REIGNING CHAMPION STOFFEL VANDORNE TO THE TEAM. THAT'S A KEY APPOINTMENT, MEANING THAT DS PENSKE HAS THE MOST DECORATED DRIVER LINE-UP OF ALL THE TEAMS ON THE GRID. IS HAVING TWO DRIVERS AT THIS VERY HIGH LEVEL ESSENTIAL?**

We're here to win: nothing else. And in order to reach that objective, we recruit not only the best drivers, but also very good engineers and mechanics. Formula E is an extremely complex discipline, which operates at a very high level and requires a specific driving style. That's why we want to work with drivers who have a lot of experience and have already won race. In Stoffel and Jean-Éric we have two champions with a different style, which allows us to explore new strategies. Not only are they both top-drawer drivers, but their skills are complementary. So it's a winning duo for our team.

**HOW DOES DS PERFORMANCE SUPPORT THE ENGINEERS WORKING ON DS ROAD CARS?**

DS Performance is a life-size testing laboratory that the brand has at its disposal. As a result, the engineers from both the motorsport and road car departments regularly exchange their date and experiences. Technology transfer is a key element of motorsport, but even more so in Formula E, where research into batteries, electric motors, and energy management software is continuously evolving. Our track to road mission is also underlined by Jean-Éric Vergne, who is a race driver but also a brand ambassador for DS Automobiles, forming a key part of the development of some of our sportiest models. "Jev" is a regular behind the wheel of our DS E-TENSE PERFORMANCE concept as well as pre-production prototypes, in order to refine the final set-up. So our customers who are lucky enough to drive a DS 7 E-TENSE 4x4 360 or a DS 9 E-TENSE 4x4 360 also benefit from his experience and scientific approach to driving.



# DS E-TENSE FE23

## KEY FEATURES



Powertrain developed by DS Performance

MAXIMUM POWER: 350kW (476hp)

TOP SPEED: 280kph (optimised for street circuits)

**BRAKES:** New front drivetrain adds 250kW to the 350kW generated at the rear.  
Electric braking system (brake-by-wire) on all four wheels

ENERGY RECOVERY POWER DURING BRAKING: 600kW

More than 40% of the energy used during a race comes from regeneration under braking

# DS E-TENSE

## PERFORMANCE

A LABORATORY FOR THE DS OF TOMORROW



Dimensions: L 4.70m x I 1.95m x H 1.28m  
Total output: 600kW (250kW for the front motor, 350kW at the rear), equivalent to 815hp  
0-100 km/h: 2seconds  
Weight: 1200kg

The DS E-TENSE PERFORMANCE is powered by two Formula E motors. With a 0-100 km/h time of just two seconds, this prototype is able to demonstrate the formidable technology it possesses but is also a valuable working tool for the Research and Development department of DS Automobiles. It is a veritable mobile laboratory that speeds up the development of technologies for the brand's future models. Since its creation in 2014, DS Automobiles has been at the forefront of automotive electrification. From 2024, every new DS model will be 100% electric, and with this in mind the DS E-TENSE PERFORMANCE prototype was devised. In order to develop it, DS Automobiles drew on its experience in Formula E. The prototype has a resolutely sporty design and allows drivers to test different technological innovations in various situations, from daily road usage to extreme experiences on the circuit. *"In the spirit of transferring technology from the circuit to the road, DS E-TENSE PERFORMANCE is an additional and ultra-efficient link in our*

*research and development,"* says Eugenio Franzetti, DS Performance Director. *"It is a real development aid; a mobile laboratory that allows us to evaluate a wide variety of components and put them to the test with a view to implementing them in future production. Carrying out these wide-scale tests has also allowed us to find solutions to make certain parts more reliable and easier to manufacture, as well as to lower production costs. As a result, we bring together technology and reliability alongside a sound budget, which ultimately benefits all DS Automobiles customers."*

Like all state-of-the-art vehicles, the body of the DS E-TENSE PERFORMANCE is carbon. Its two motors, derived from past generations of Formula E car, offer a combined power output of 600kW (815hp), which is equally distributed across all four wheels. The latest-generation battery has been developed in collaboration with TotalEnergies and its industry

specialist subsidiary Saft. The latter has exceptional energy efficiency thanks to new generation cells capable of regenerating and redistributing energy at a higher rate than a conventional battery. This helps the relationship between weight and range, which is one of the most important areas when it comes to rolling out electric cars on a wider scale.

#### THE EMBODIMENT OF THE FUTURE DS AUTOMOBILES

But the DS E-TENSE is not just a technological laboratory for working on new engines, future batteries or energy management software. It also carries intelligence on the style of future models for the brand, particularly around the front end. The signature lights combine technology and a distinctive look thanks to a set of 800 LEDs. Two cameras located in place of the projectors are also able to acquire data that can then be processed and analysed.



# — NEW DS 3 E-TENSE

Electric motor: **115kW**  
Battery: **54kWh**  
WLTP Autonomy (mixed cycle): **404km**  
Onboard charger: **100kW DC/11kW AC**

— THE ART OF REFINEMENT

The New DS 3 E-TENSE reinforces the power of attraction through aesthetic and technological development. A one-of-a-kind 100% electric model, which is equipped with the latest generation powertrain.

Unveiled during Paris Fashion Week, the New DS 3 E-TENSE 2023 adopts a redesigned grille and new LED headlights, which give it a striking visual appeal. The daytime running lights, arranged vertically on either side of the front end, now have two lines of LEDs and further accentuate the distinctive features of the New DS 3 E-TENSE, while keeping it in-line with the other brand models.

On board, the quality of refinements and materials dominate, in a top-of-the-range style of reference. The “watch strap” seats, the “Point Perle” topstitching and the “Clous de Paris” guilloché are exclusive signatures of DS Automobiles. In addition, a new 10.3-inch high-definition central screen is now offered as standard with specific integration of the new DS IRIS SYSTEM infotainment system. The new DS 3 E-TENSE

also benefits from first-class sound insulation, the result of detailed thickening of the sheet metal, glazing and the adoption of an acoustic windscreen, for a serene experience.

The New DS 3 E-TENSE always goes further with a single charge, thanks to technology transfer between the brand engineers and those of the Formula E team supported by DS Performance. The autonomy of the DS 3 E-TENSE now reaches 404km according to the WLTP homologation cycle. Its 54kW batteries (50.8 kWh of which are usable) have been tested in extreme climatic conditions, and the new electric motor benefits from the latest advances in materials and compactness.

Thanks to a technical platform that allows it to accept a charging power of 100kW via direct current, the New DS 3 E-TENSE can go from 10 to 80% energy capacity in just 30 minutes. On a wall charging station, its 11kW on-board charger allows it go from 0 to 100% battery in less than six hours.



# DS 4



RECHARGEABLE PETROL/ELECTRIC HYBRID ENGINE

Maximum output: **255hp** | Petrol engine: **180hp** | Electric machines: **81kW** | Lithium-ion battery: **12,4 kWh** | Zero emission range: **62km**

# E-TENSE 225

— WHEN TECHNOLOGY DREAMS OF TRAVEL

The perfect proportions of the DS 4 E-TENSE 225, just like its unique profile, are there to serve its aerodynamics. Its headlights showcase the DS MATRIX LED VISION system, which combines matrix and directional lights for optimal lighting. The side lines of the bodywork are very fluid and based on marked features around the large wheels features an elegant plunging rear end. A strong identity that exudes charisma on top of an ever more developed efficiency.

A symbol of DS Automobiles' know-how lies in the new OPÉRA finish which is distinguished by its electric seats in high-density Crillo Brown Nappa Leather, with watch strap construction. This exclusive version sits at the top of the range and comes with a wide variety of standard equipment, such as the DS ACTIVE SCAN SUSPENSION, sunroof, motorised tailgate with loaded arms access, laminated front and rear windows and a wireless charger.

The PERFORMANCE LINE and PERFORMANCE LINE + versions affirm the sporting character: the various emblems are available in black on the grille and the tailgate, the door sill protections are textured black, while the interior is draped in Alcantara, enhanced with gold and carmine stitching. Onboard, the craftsmanship blends perfectly with intuitive, fluid and ergonomic technology. The art of travelling is expressed by ventilated and massaging seats, with individual morphology. Inside, the upholstery is a perfect example of French "savoir faire": invisible seams, where each stitch is specifically designed to highlight the curve of the leather of the door panels.

The E-TENSE 225 plug-in hybrid engine offers a unique driving experience. It allows you to travel up to 62km in electric mode (WLTP mixed cycle) and 73km in urban mode, thanks to a 12.4kWh battery and smart energy management, the latest advances which have been made possible thanks to the data collected in Formula E by the DS Performance team.



— NEW

# DS 7 E-TENSE 4X4 360

— REFINEMENT AS THE ONLY GUIDE

The New DS 7 sports an incisive front end, featuring DS PIXEL LED VISION 3.0 technology and the world-first DS LIGHT VEIL innovation. This cutting-edge technology consists of daytime running lights and four vertical light lines made up of 33 LEDs. The innovation lies in the unique manufacturing process, with a laser-engraved polycarbonate surface painted on its internal surface. This creates an appearance of alternating light and body-coloured painted areas, and an effect of depth with jewellery-like shine.

Inside, the infotainment system is one of the major new features of the New DS 7, which comes with an integrated DS IRIS SYSTEM. This solution has a fully configurable, responsive and fluid interface supported by natural voice recognition software. The high-resolution 12-inch touch screen displays a menu made up of various widgets to access all functions with a simple gesture. This user-friendly screen can also be used to display the front and rear-view cameras or access the Mirror Screen function via Wi-Fi.

A new 12-inch digital instrument dashboard with modular pages presents a fresh graphic design, bringing together all essential information, particularly about the energy curve. Developed by DS Performance, the New DS 7 E-TENSE 4x4 360 combines technological expertise, elegance and road efficiency. It offers a 360hp plug-in hybrid engine with an intelligent four-wheel drive transmission, widened tracks (+24mm at the front and +10mm at the rear), lowered ride height by 15mm and large diameter brakes housed in imposing 21-inch wheels. Equipped, it delivers impressive road holding and dynamic capabilities worthy of the world of GTs. The New DS 7 E-TENSE 4x4 360 has a 0-100km/h acceleration of just 5.6s.



RECHARGEABLE PETROL/ELECTRIC HYBRID ENGINE

Maximum output: **360hp**

Petrol engine: **200hp**

Electric machines: **81kW (front) et 83kW (rear)**

Lithium-ion battery: **14,2kWh**

Zero emission range: **57km**

RECHARGEABLE PETROL/ELECTRIC HYBRID ENGINE

Maximum output: **360hp** | Petrol engine: **200hp** | Electric machines: **81kW (front) and 83kW (rear)** | Lithium-ion battery: **15,6kWh** | Zero emission range: **62km**

# DS 9 E-TENSE 4X4 360

— THE POWER OF ELEGANCE



The DS 9 E-TENSE 4x4 360 is a powerful saloon whose refinement characterises French automotive luxury in the most beautiful way. The materials chosen to make up its interior use the benchmarks in the sector as well as the most high-quality leather and manufacturing methods that give pride of place to exceptional craftsmanship.

Developed by DS Performance, DS 9 E-TENSE 4x4 360 is the expression of DS Automobiles' technological know-how. It not only has specific front and rear axles, but also a reinforced braking system with four-piston callipers for better distribution of braking load under high stress. Just as is the case for DS Performance's Formula E single-seater, mechanical effort is only provided when needed, after energy recovery. As a result, dynamic serenity – the signature of DS Automobiles – reaches new heights.

With a 200 bhp PureTech petrol engine and two electric motors of 81kW (110 bhp) at the front and 83 kW (113 bhp) at the rear, the DS 9 E-TENSE 4x4 360 delivers top-notch performance. Its acceleration is impressive, doing 0-100km/h in 5.6s and one kilometre from a standing start in just 25.4s, while its CO<sub>2</sub> emissions are contained at 35 grams/km. To support the two electric motors of the E-TENSE 4x4 360 powertrain, the battery capacity has been revised to 15.6 kWh which allows zero emission mode driving for up to 62 km (WLTP mixed cycle) and 65 km in urban mode. The DS 9 E-TENSE 4x4 360 can also reach 140 km/h without using the internal combustion engine. It benefits from intelligent energy management taken from Formula E in order to respond to the various demands while driving. The assembly of the mechanical parts and running gear of the DS 9 E-TENSE 4x4 360 is carried out in the Poissy factory, near Paris (France).



## TO DISCOVER THE DS COLLECTION

Go to [DSautomobiles.com](http://DSautomobiles.com) or download our free application.



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