

DS PERFORMANCE



ABB FIA FORMULA E WORLD CHAMPIONSHIP
2023/2024 SEASON



Olivier François

DS Automobiles CEO

“ *The presence of DS Automobiles in the Formula E world championship is a true engagement.* ”

As the very first premium brand to enter the series, we positioned ourselves as pioneers in order to be at the cutting edge of the biggest revolution that the car world has known. Our capacity to win E-Prix races every year underlines our unstoppable commitment to push the limits of innovation, against some of the most prestigious constructors in the world.

DS Automobiles has placed energy transition at the heart of its development strategy ever since the brand was inaugurated. Formula E is a significant driving force to shape that future. We will never be followers. Our commitment is to mould the future step by step. And 2024 is a crucial year in this: from now on, all our new models will be 100% electric.

As innovators, we know that the future of the car is not just built on the track, but also in all our development centres. Competition is the playing field to test our most advanced

technologies, where the adrenaline of racing meets the best of innovation. This is where the corridors between competition and road-going reality are born.

Above all, we place an emphasis on the synergy between Formula E and software development. In this digital age, software is the beating heart of our vehicles. Every moment of braking and acceleration on track is mirrored in the algorithms that are present on all our road cars. Competition is our laboratory, and every victory on track is translated into an unequalled electric driving experience for our customers.


As a major player in the field of energy transition, we understand the urgency to act. Our commitment to the total electrification of all our new models from 2024 is a bold move, but it's also our way of responding to the planet's needs. We know that the future of the automobile is electric, and we are proud to be at the vanguard of this revolution!

WORLD CHAMPIONSHIP 2023 2024


10 cities

16 E-Prix


R1 | January
13, 2024

 MEXICO CITY (Mexico)


R2-R3 | January
26-27, 2024

 DIRIYAH (Saudi Arabia)


R4 | March
16, 2024

 SAO PAULO (Brazil)

R5 | March
30, 2024

 TOKYO (Japan)

R6-R7 | April
13-14, 2024

 MISANO (Italy)

R8 | April
27, 2024

 MONACO

R9-R10 | May
11-12, 2024

 BERLIN (Germany)

R11-R12 | May
25-26, 2024

 SHANGHAI (China)

R13-R14 | June
29-30, 2024

 PORTLAND (USA)

R15-R16 | July
20-21, 2024

 LONDON (United Kingdom)



Diriyah E-Prix

A PROMISING START TO THE SEASON

With a pole position and a podium, the DS Penske team showed plenty of pace and solid performance. The result was important points that highlighted all the hard work that has been done during the off-season.





The first promising signs came two weeks earlier in Mexico, when Stoffel Vandoorne had got into the qualifying quarter-finals. Then, in the race, Jean-Éric Vergne and Vandoorne put their DS E-TENSE FE23 cars into the points (in sixth and eighth places) underlining how the car had been born well. By making up four positions from his 10th place on the grid, Jean-Éric Vergne served notice of intent for the rest of the season: limitless determination to fight at the front of the championship!

At Diriyah a fortnight later, the two DS Penske cars were at the forefront right from free practice. On a relatively dirty temporary track, the drivers showed plenty of pace; overcoming the challenge of running during the in free practice but racing at night. Qualifying – a crucial element in Formula E – confirmed the raw pace of the DS Penske cars. While Stoffel wasn't able to reach the quarter-finals because of traffic in the pack around him, Jean-Éric set the 16th Formula E pole position of his career! After an intelligently managed race, he also secured his first podium of the season with second place at the flag.

The following day, qualifying for the second race allowed the two DS Penske drivers to shine once more. Although they were both in the same qualifying group, they managed to book two of the four places to get into the quarter-finals. Stoffel even got into the semi-finals, with the two cars claiming fourth and eighth on the grid. After driving another sensible race, Stoffel brought home the points for fifth place while JEV sealed eighth. Performances that show how both drivers will be a force to be reckoned with over the rest of the season!



A very fine second place for JEV, after taking pole position

THE DS PENSKE GRAND GALA FOR MONACO

Jean-Éric Vergne and Stoffel Vandoorne both starred on the twisty streets of Monaco, scoring third and fourth places in their specially-decorated DS E-TENSE FE23 cars.



Think of Monaco and you imagine dinner jackets, star-studded evenings, and the very top level of motorsport. That's exactly the image conjured up by DS Penske during the last weekend of April, in relatively cool conditions. For what could be considered to be the home race of French premium manufacturer DS Automobiles, the two DS Penske cars sported a special livery.

Eugenio Franzetti, DS Performance Director, said : "We wanted to come up with two cars that were as glamorous as the race itself. Monaco always has a flavour of those spectacular gala evenings, and we wanted our DS E-TENSE FE23 to be as distinctive as they could for this unique race. As a result, our cars swapped their classic black and gold livery for completely black bodywork with some very chic gold highlights! We not only created this special 'Grand Gala' livery for our cars but also for the suits and helmets worn by our drivers. Even the DS 7 E-TENSE 4x4 360 which Jean-Éric and Stoffel used to get around Monaco carried this special design. It was a very special moment."

DRIVERS ALWAYS ON TOP FORM

Both DS Penske drivers mastered the art of being in the right place at the right time in qualifying, meaning that each of them went through to the quarter finals. They went head to

head in the first duel, with Stoffel graduating to the semi-finals. He then put together the perfect lap to book a place in the final and subsequently secure a front row start, thanks to second place on the grid. Jean-Éric was just behind him in fourth. When the lights went out, the pace of both DS E-TENSE FE23 cars was enough to keep the DS Penske squad at the forefront of the lead battle. Stoffel Vandoorne got in front, but a first safety car period neutralised the action. The rest of the race underlined the consistency of the two 'Grand Gala' cars in spectacular fashion. DS Penske's energy management strategy, which was further refined following a second safety car intervention towards the end of the race, allowed Stoffel and Jean-Éric to score points for third and fourth places respectively, with Stoffel recording a podium finish.

"I'm really happy about my first podium in Monaco with DS Penske," said Stoffel Vandoorne. "It was a home race for DS Automobiles but also for me personally, as I live in Monaco. We had a really good race day; we managed the start of the race well and I was even leading at one point. Unfortunately, I lost the lead when I activated my second attack mode but I'm very happy to be on the podium!"

DS Penske placed both of its cars in the points once more in Monaco, underlining its mission to target the top positions in both championships.



Berlin E-Prix

A 50th PODIUM FOR DS AUTOMOBILES!

Jean-Éric Vergne's second place allowed DS Automobiles to surpass the benchmark of 50 podiums, an important milestone that highlights the performance of the French premium manufacturer.





For DS Penske, the podiums keep on coming – and they are all very different. While the teams knew the historic Berlin Tempelhof airport venue very well (Berlin being the only city to have featured on the calendar since Formula E was inaugurated) the actual circuit layout was brand new for this year. With a 2.3-kilometre lap taking in 15 corners, on the sort of corrugated concrete surface typically used for airports, the Berlin airport track suited drivers with plenty of experience – including the DS Penske duo. Stoffel Vandoorne, who quickly adjusted the setup of his DS E-TENSE FE23, pointed out: *“The track surface here is the most abrasive of the year. This means that there is more energy management from the batteries, and that it’s important to look after tyre wear, which doesn’t happen often in races that are this short.”* Following a successful free practice, the two DS Penske cars started in qualifying and got through to the quarter-finals. Stoffel ended up on the front row of the grid, with JEV just behind him.

AN ACTION-PACKED RACE AND A PODIUM

The race start got underway without incident, and after just three laps, the two French cars were leading the race. But on this track, the two Attack Mode activation zones were a long way off the ideal racing line, which meant that both drivers lost between three to five places. As the race went on, the two DS E-TENSE FE23 cars were still fighting at the front, but then Stoffel got caught in a pile-up that involved several cars. He dropped out of the top 10 yet the car’s performance allowed him to eventually get back into the points, and he crossed the finish line in seventh place. Jean-Éric continued his battle with the leaders, and finally secured an excellent second place in style. For DS Automobiles, this was also the 50th top-three finish of its Formula E history. DS Performance director Eugenio Franzetti said: *“A total of 50 podiums from 115 races just goes to show the consistency of our commitment and the talent of all the people in our team. I’m thinking in particular of our drivers, engineers, and mechanics, who are the main forces behind the excellent achievements of DS Performance since we joined the series back in Season 2.”*



Thanks to the performance of the DS E-TENSE FE23 and the skills of Jean-Eric Vergne (Formula E’s only two-time champion) as well as 2022 world champion Stoffel Vandoorne, DS Automobiles and its partner PENSKE AUTOSPORT form one of the most experienced teams in the championship. To this day, DS Automobiles remains the most successful constructor in the entire history of Formula E.

A NEW POLE POSITION RECORD FOR JEAN-ÉRIC VERGNE!



On a track that had never been used before for Formula E, JEV equalled the record for the most pole positions in the sport, just before the first of the two races on the weekend's programme. This was the 16th pole position of the Frenchman's career, which meant that he became the joint record holder for the highest number of poles.

For the DS Penske team, Season 10 of the Formula E World Championship is all about new records and round numbers. Having taken his 50th podium in Berlin, DS Automobiles ambassador Jean-Éric Vergne was more determined than ever to star at the forefront on the Shanghai international circuit in China.

In free practice, thanks to their careful preparation using the simulator at Stellantis Motorsport HQ, JEV and his team mate Stoffel Vandoorne were straight on the pace. The two DS E-TENSE FE23 cars stood out from their rivals and made their presence felt at the top of the time sheets. In qualifying, JEV was first in his group and stayed on top in the duels, dispatching his rivals one by one until he claimed pole! Topping qualifying for the 16th time meant that he became the joint record-holder for the number of pole positions in Formula E. It was also the 23rd pole for a DS Automobiles car, from a total of 117 races in which the French premium manufacturer has taken part. This is an especially impressive statistic, given the particularly high level of competition in the championship.

THE DS E-TENSE FE23 CARS SHOW THE BEST OF THEMSELVES

In the second race, the DS Penske cars showed their class once more. This time it was Stoffel Vandoorne who came out on top to fight for the three extra points that come with pole position. But first on the grid narrowly eluded the Belgian, by the meagre margin of a thousandth of a second. Nonetheless, it was the fourth time that the Belgian started from second place this year, and the eighth time in 12 races that a DS E-TENSE FE23 was on the front row of the grid. These statistics underline the potential of the cars prepared by DS Performance, the competition arm of DS Automobiles.

At Shanghai, Stoffel Vandoorne and Jean-Éric Vergne highlighted their consistency once more throughout the weekend, scoring points that allow DS Penske to stay in the fight for the teams' championship.





Portland E-Prix

ANOTHER PODIUM AND POLE POSITION!

Jean-Éric Vergne finished third on Saturday and was first on the grid on Sunday, starring throughout the entire weekend. He also became the record-holder for the highest number of pole positions in Formula E history.



Portland (Oregon) is an unusual circuit located in the northwest of the United States, which has hosted a number of different competitions including IndyCar, NASCAR, and even a few dragster races – as was the case the weekend before Formula E arrived. The Portland International Raceway, consisting of 12 corners in a lap just over 3.1 kilometres long, is considered by Formula E drivers to be among the most difficult circuits in terms of energy strategy. It's also a very quick track, with the all-electric single-seaters comfortably exceeding 250kph; even with drivers restrain themselves carefully to optimise battery regeneration. It's a place for the experts, where only experienced teams like DS Penske are able to rapidly demonstrate their capabilities.

JEV'S DOUBLE DIP

Formula E is also all about the unpredictable. During Saturday's qualifying, Jean-Éric Vergne was delayed by a slow car on the exit of a corner while on course for a perfect lap, which prevented him from getting into the quarter finals. But that was no problem. Even though he started from 14th on the grid, the Frenchman drove an exemplary race, all the way to the final step on the podium. *"I'm really so pleased with the way that this race turned out,"* said Jean-Éric Vergne. *"When you look at where we started from, this was definitely a really good fightback. I think we did exactly what was needed."*

He remained on perfect form the following day, with Jean-Éric Vergne spectacularly claiming the 17th pole position of his Formula E career, to make him the overall record-breaker!

These excellent results allowed DS Penske to consolidate its third position in the teams' and constructors' championships. In the drivers' championship, JEV can also hope to secure a final podium in the Season 10 standings. With just two final rounds remaining of an extremely hard-fought championship, it's an exceptional performance!

DS AUTOMOBILES IN FORMULA E

Key stats from DS Automobiles in Formula E (after Portland)

Since DS Automobiles' first season in Formula E, in 2015-2016, DS Performance has accumulated a significant number of successes on numerous circuits around the world. The sixteen races in the 2023/2024 championship provide an opportunity to build on this impressive record.

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4
TITLES

119 races

24 pole positions

51 podiums

16 victories



Interview

Q

Jean-Éric Vergne, affectionately nicknamed 'JEV', has a huge amount of Formula E experience behind him, with an impressive track record of achievement. He was a DS Automobiles driver in the 2015-2016 season, and then returned to the team from 2018, writing some of the French premium marque's biggest success stories in Formula E. Today, he is an ambassador not only for DS Automobiles but also for its E-TENSE technology, where many key elements are tested and developed in Formula E before being transferred to the company's roadgoing models.

Born 04/25/90 in Pontoise (France) | **2 DRIVERS' TITLES IN 2018 AND 2019** | 128 races | 11 wins | 17 pole positions | 36 podiums

The first season with the Gen3 car delivered moments of joy with a win at Hyderabad as well as podiums in Cape Town and Berlin, but also some disappointments. How have you prepared for the 2024 championship ?

The best strategy is to work unstintingly hard on the areas you have identified where you can make progress. We've learned a lot about the car, which was completely new at the start of Season 9. We then did a lot of testing that concentrated on the software aspect. Improving the software is how we look to extract the very best from our DS E-TENSE FE23.

You are one of the series veterans and as such are in a privileged position to have observed its evolution. Which part of this progress that has most impressed you, particularly throughout your time with DS Automobiles and last year with Penske Autosport ?

It's true that I've been in Formula E since Season 1 and now we're coming up to Season 10. That means that I'm not only a veteran, but also that I've been lucky enough to have witnessed all the changes. We're in the third generation of the car now, and with each evolution there has been more power, increased technology, and better energy recovery. The work of the driver and the level of competition in the championship has changed a lot. Only a few years ago, finishing in the points at every race was enough to give you a chance of winning the championship. Not any more, as the competition is so much more intense now and you have to take risks to go for the win.

How would you define your partnership with Stoffel Vandoorne ?

Stoffel and I form a solid line-up. We have a good level of communication throughout each race weekend, and that's very positive for the team performance as a whole. On a human level, we get on very well as we're both equally demanding. We've both achieved enough to only increase our will to win, and the fact that we've both won the championship before means we know that we can do it again. And that's why we are both so determined to get back to the very sharp end of the field!

The competition is so much more intense now and you have to take risks to go for the win.



Interview

Stoffel Vandoorne has been competing in Formula E since the 2018-2019 season and joined DS Penske for the 2022-2023 season as reigning world champion. He set pole position at Sao Paulo in only his sixth race with his new team and often starred in some impressive fightbacks, highlighting the performance of his DS E-TENSE FE23. He now enters his second season with the Franco-American squad.

Born 03/26/1992 in Courtrai (Belgium) | **WORLD CHAMPION (2021-2022 SEASON)** | 85 races | 3 wins | 8 pole positions | 16 podiums



Stoffel
VANDOORNE



“ My goal is to do everything to get consistently back to our winning ways. ”

What have you taken away from your first season with DS Penske ?

However experienced you are, you always need some time to adapt when you come into a new team. Getting to know everyone takes time, especially when it comes to working with new engineers who might have different ways of doing things. It was important for me to settle in quickly, as that's how you can hope for good results, as well as of course getting to grips with a totally new car. Although we enjoyed lots of good times together during Season 9, not everything came up to our ambitions. Since the end of last season, we've worked very hard to understand the new Gen3 cars better, in order to be more competitive during Season 10. My goal is to do everything to get consistently back to our winning ways.

You and Jean-Éric form the line-up with the most championships behind you than any other team. How do you work together, as team mates and rivals ?

Driving a racing car is an individual job, but Formula E is a team game as well. For me, it's very important to have the best possible team mate as that boosts my own performance. We've both won a fair number of races and championships, yet we're often fighting for mere hundredths or even thousandths of a second, and that really spurs us both on. While JEV and I are both racing hard for victory, our goal is also to work for the team together.

Just like JEV, you're competing with Peugeot on the FIA World Endurance Championship. But you also have a role in Formula 1 with Aston Martin. What do these very different experiences give you for Formula E ?

These three different disciplines give me a huge amount. They allow me to spend a lot of time driving on track, and to accumulate a lot of experience. All this is very important in Formula E, where the drivers are very involved in car development and race strategy. It's a situation that benefits both me and the team.

Eugenio Franzetti

DS Performance Director

and the DS E-TENSE FE23



Writing the history of electric motorsport.

Our DS E-TENSE FE23 isn't just the most beautiful of the single-seaters designed by DS Performance. It's also the most technically advanced and powerful of the three generations of car that we've developed since our involvement in Formula E. Thanks to this international competition contested by the world's leading brands, global motorsport has opened up a new electric chapter.

More than ever, Formula E remains the key research laboratory for DS Automobiles, which will be 100% electric from 2024, and the ideal way for us to continue to write the history of zero-emission motorsport. We have already begun to make our mark on our era thanks to the four titles already behind us, and of course we fully intend to continue down the road that we have embarked on. Last season was our first with the new Gen3 car and it was an emotional rollercoaster, with both highs and lows. This year, we are once more determined to dig deep to give our drivers the best possible car we can. Thanks to the DS E-TENSE FE23, DS PENSKE has a well-developed challenger, which is ready to fight at the front on every circuit around the world.



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



Bastien Schupp

DS Automobiles Marketing and Communications Director



Exploring the brand story of DS Automobiles, its sporting exploits, and its close links to the road cars.

DS Automobiles has been present in Formula E since the second season (2015-2016) and has already announced that it will remain committed until at least 2026. What has this involvement brought to you ?

We use motorsport to gain visibility and demonstrate the innovative character of our marque. Formula E is a wonderful platform for us to show ourselves as it's only about electric mobility and it takes place mainly on city centre circuits. The proximity to our clients, who we are able to invite to races without forcing them to trek out into the countryside far from home, is also an important point that fits in line with the premium character of our marque. The fact that so far we are the sole team to have the sport's only double world champion in our line-up, Jean-Eric Vergne, as well as another world champion in the form of Stoffel Vandoorne, gives us a lot in terms of communication too. But that's not the only thing. The other challenge - which is key for us as we have decided to launch only 100% electric cars from January 1, 2024 - is the technical one. Formula E is an accelerator of technology and we use it as a valuable test laboratory. For DS Automobiles, motorsport is a research and development arm.

How do your customers benefit from what DS Automobiles has learned in Formula E ?

In Formula E, one of the most important aspects is the race car management software. That's an 'open' element, which we are allowed to develop throughout the season, and we are constantly working on it. This software manages not only energy consumption but also energy recuperation. That's a complex exercise that allows us to collect data that will be useful when it comes to developing energy management programmes that we will use on our road cars. So everything we learn in competition is also useful when it comes to developing the performance of our road cars. The E-TENSE 4X4 360 versions of the DS7 and DS9 mean that our customers can directly benefit from the experience of our race drivers and the technical incubator that is Formula E. Better performance and lower consumption are the two pillars of successful electrification, which we are continually improving thanks to our engagement in competition.

You've already said that from this year you will only be selling 100% electric vehicles. What are the other key milestones for DS Automobiles ?

We've already been at the forefront of electrification for several years. The DS 7 E-TENSE, our hybrid rechargeable SUV that is capable of driving for 50 kilometres in pure electric mode, was first sold in 2017. Then we launched the DS 3 E-TENSE two years later: our first zero-emission model, which met with huge success. Today, our entire range is electrified, but from now on, all our new models will be 100% pure electric. For us, 2024 will be highlighted by the arrival of two big innovations will confirm our leadership in electric mobility. Both new arrivals will benefit from a very high level of efficiency and performance, which is partly down to everything we have learned in Formula E.

DS 3 E-TENSE

Refined and electric

The DS 3 E-TENSE revealed its latest technical and aesthetic evolutions as an automotive guest star of the Paris Fashion Week. The new grille design as well as new vertical running lights positioned on each side of the bonnet underline its personality. These consist of two long lines of LEDs that form a distinctive signature, making the DS 3 E-TENSE instantly recognisable at first glance. This stylistic cohesion with the other models from the marque allows the DS 3 E-TENSE to proudly fly the flag for the state-of-the-art vision personified by DS Automobiles.

The compact dimensions of the DS3 E-TENSE make it the perfect urban SUV, pushing new levels of refinement thanks to the use of unprecedented materials for the category. The 'watch bracelet' seats, 'point perle' stitching, and 'clous de Paris' guilloche – three proprietary techniques from DS Automobiles – form the exclusive signature of the DS3 and the DNA of the marque. This is how the DS3 E-TENSE redefines the standards of the category, expanding the limits of technology with a 10.3 inch high-definition screen also as standard. This screen hosts the DS IRIS SYSTEM infotainment: another benchmark for the top end of the automotive industry, featuring contained dimensions.

Electric engine:
115 kW
Battery:
54 kWh
WLTP range (mixed cycle):
404 km
Maximum charging capacity:
11 kW AC/100 kW DC

The passengers on board benefit from a unique atmosphere and sublime level of comfort, thanks also to cutting edge sound insulation. This is the result of a focus on bodywork and glass, as well as the adoption of an acoustic windscreen. A look at the technical specification of the 2024 model year will satisfy even the most demanding customers. In 2023, the DS 3 E-TENSE received a higher-capacity battery and a latest-generation powertrain that allows the car to go further on a single charge. Thanks to the constant exchange between the marque's engineers and the Formula E team powered by DS Performance, road to track technology transfer has permitted considerable advances when it comes to energy management and materials used to make electric engines. Making the most of these latest advances, the DS 3 E-TENSE boasts a WLTP mixed cycle range of more than 400 kilometres, with a battery featuring a usable 50.8 kWh (54 kWh in total).

Its onboard 11kW charger allows for easy use without a second thought. The battery needs five hours of charging from empty to full at a normal charging point. Using a rapid charger, the DS 3 E-TENSE can be recharged from 10% to 80% in just 30 minutes, which means that long journeys can be tackled without a problem.



DS 4 E-TENSE 225

Going even further with DS Automobiles

The winner of several design awards, DS4 showcases all the know-how of DS Automobiles when it comes to comfort and refinement. The car's exceptional presence and charisma characterise its proportions, with imposing 720-millimetre wheels (and rims up to 20 inches) along with a profile that combines fluidity with tightly-etched lines.

Once onboard, artisanal craftsmanship blends perfectly with fluid, ergonomic, and intuitive technology. Comfort is at front and centre, with the upholsterers able to capitalise on France's expertise in this specialised field, thanks in particular to 'invisible' seams where the top stitching doesn't interrupt the flow of material. Supremely comfortable for all body shapes, the ventilated massage seats will be particularly appreciated on any length of journey. The DS 4 E-TENSE 225 is packed with the latest technology: an interactive ChatGPT travelling companion is also available, which is a vocal assistant that uses artificial intelligence to explore a new interaction between driver and vehicle.

FROM TRACK TO ROAD

The PERFORMANCE LINE version is a direct link to the competition department of DS Automobiles, which is taking part in its ninth Formula E championship season this year. As a result, DS Performance logos can be seen on the grille and boot of this special version, which also features bespoke

lower door guards in textured black, while the interior is finished in Alcantara highlighted by gold and carmine stitching: the competition colours of DS Automobiles.

That track to road spirit is also evident in terms of technology. The wealth of data that has been captured throughout all the different Formula E races has allowed the technical team to make the most of the E-TENSE 225 powerplant fitted to the DS4. This is capable of covering more than 60 kilometres in fully-electric mode (on the WLTP cycle) thanks an optimised energy management software, which also enhances driving pleasure. The whole package has been designed to maximise the capabilities of the 12.4 kWh battery and the multi-energy character of this range-topping vehicle.

HYBRID PETROL POWERPLANT/
RECHARGEABLE ELECTRIC
ENGINE

Combined power:
225 horsepower

Petrol engine:
180 horsepower

Electric engine:
81 kW

Lithium-ion battery:
12.4 kWh

Combined WLTP pure
electric range:
62 km



The DS7 E-TENSE 4x4 360 is distinguished by DS PIXEL LED VISION 3.0 and DS LIGHT VEIL technology. The latter is characterised by daytime running lights and four vertical lights made up of 33 LEDs, as well as by a laser-engraved polycarbonate surface that is painted on the inside. The overall look is similar to that of fine jewellery.

In the cockpit, the new infotainment system on a 12-inch screen integrated with the DS IRIS SYSTEM offers an entirely configurable interface. The menu, based on widgets, allows users to rapidly access their preferred functions. The digital displays on modular pages bring together all essential information such as the energy flow from the hybrid system.

The DS7 E-TENSE 4x4 360 was fine-tuned by the DS Performance engineers, combining elegance with efficiency on the road. It offers a 360-horsepower rechargeable hybrid powerplant coupled with an intelligent four-wheel drive transmission. It benefits from a wider front and rear track (by 24mm and 10mm respectively) and is also lowered by 15mm, with big brakes contained in the impressive 21-inch rims. All this gives it the dynamic character of a GT car.

DS 7 DS 9 E-TENSE 4x4 360

Efficiency and performance

HYBRID PETROL POWERPLANT / RECHARGEABLE ELECTRIC MOTOR | Combined power: **360 horsepower** | Petrol engine: **200 horsepower** | Electric engine: **81 kW at the front and 83 kW at the back** | Lithium-ion battery (DS 7/DS 9): **14.3 kWh/15.6 kWh** | Zero emission (DS 7/DS 9): (DS 7/DS 9) : **57 km/62 km**

The DS 9 E-TENSE 4x4 360 is a flagship saloon that perfectly embodies all the refinement of a typically French luxury car. The interior makes use of the best materials available, as well as production methods utilised by the world's top craftsmen. Having been developed by DS Performance engineers, the DS 9 E-TENSE 4x4 360 highlights all the technological expertise of DS Automobiles. It uses tailor-made front and rear drive-trains, as well as a reinforced braking system with four-piston callipers. The mechanical and roadholding elements are built in the Poissy factory, close to Paris in France.

With its 200-horsepower PureTech petrol engine, matched to two electric motors – an 81 kW unit delivering 110 horsepower at the front and another 83 kW unit putting out 113 horsepower at the rear – the DS 9 E-TENSE 4x4 360 can go from 0-100kph in just 5.6 seconds. Its 15.6 kWh battery allows it to drive in zero emission mode for up to 62 kilometres (on the mixed WLTP cycle), which is partly down to the intelligent energy management developed through Formula E.



2024

DS Automobiles has accelerated its electrification programme in order to anticipate the profound changes in the automotive industry.

Since its creation, DS Automobiles has placed electrification at the heart of its strategy, with a fully-electrified product line-up since 2019. Thanks to the fully-electric DS 3 E-TENSE, as well as the rechargeable hybrid DS 4 E-TENSE, DS 7 E-TENSE and DS 9 E-TENSE models, from 225 to 360 horsepower, all DS cars come with electrified powertrains.

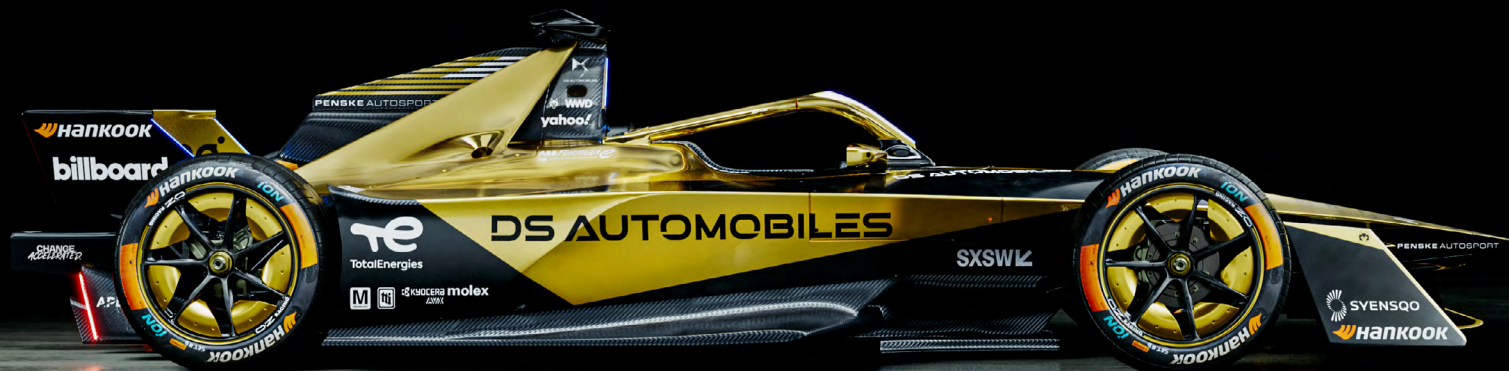
This aggressive strategy looks to offer technological efficiency, dynamism, and refinement. It also helps to ensure a free traffic flow in the face of intensifying regulations over automobile usage, especially in city centres.

At the forefront of innovation, the brand is accelerating electrification. In 2024, DS Automobiles enriches its line-up of self-charging hybrids in the DS3 and DS4 ranges, followed by a 100% electric DS4 that features a new powertrain and new battery. There will then be an all-new car, which inaugurates the first 100% electric programme from Stellantis

based on the on the STLA MEDIUM platform. This new model, equipped with a high-capacity battery that offers a range of more than 700 kilometres, will be developed in France and produced in Italy, offering exceptional technology and refinement with a perfect match between its technical specification and the needs of DS Automobiles customers.

Beyond the technical innovation, a number of additional services will be offered to complement this ground-breaking car, thanks to some exclusive programmes and unique experiences.

Hand in hand with this evolution in the engine line-up, DS Automobiles is also working in the reduction of its industrial carbon footprint, following the initiatives put in place by Stellantis. Other ambitious research projects continue within the field of energy transition and the development of innovative materials.



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