

PRESS INFORMATION

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2016 Paris Motor Show

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SSANGYONG TIVOLI RALLY RAID 4WD

- The Rally Raid car design is based on the Tivoli, SsangYong's best-selling model
- It shows SsangYong strength as an SUV and 4WD specialist since 1954
- Chassis, engine, gearshift and suspension are based on the latest racing technology
- The first appearance of the car begun with a third position at the Spanish Offroad Rally Championship in the demanding Baja Aragón

INTRODUCTION

SsangYong will introduce at the Paris Motor Show, the new SsangYong Tivoli Rally Raid 4WD racing car, developed by SsangYong Spain and his driver Oscar Fuertes, a two time Spanish Gravel Rally Champion.

The new rally car design is based on the successful compact SUV SsangYong Tivoli, which strongly leads SsangYong sales worldwide. The car incorporates the latest technology available in competition: a state of the art welded tubular chassis, twin turbo diesel engine, double independent and interchangeable suspension and unlike last year car used in rallies, it now employs a 4 wheel drive transmission which will enable the car to compete at the maximum level.

The team in charge of taking the new SsangYong Tivoli Rally Raid to the top of the podium at the Spanish Offroad Rally Championship (CERTT) is made up by the driver Oscar Fuertes and co-driver Isidro Cuadrado. Last year, they competed in the CERTT with the SsangYong Rally Raid 2WD, achieving a third position in the overall Championship and winning the 2WD category in his first participation, highlighting the first international victory of SsangYong in the Baja España Aragón race in the 2015 season, at the 2WD category, plus one podium in the TT of Serón Rally in Almería.

This season the new SsangYong Tivoli Rally Raid made its debut the 22nd, 23rd and 24th of July in Teruel at the Baja España Aragón, a prestigious international race with the presence of multiple Paris Dakar winners and part of the FIA World Cup for Cross Country Rallies calendar.

Our racing car achieved a fantastic third position against the Spanish championship contenders in its first appearance, only 1 minute and 17 seconds behind the winner, after more than eight hours of hard fought racing. This result rises the expectations for the remaining races of the championship and for the upcoming season.

The new SsangYong Tivoli Rally Raid is a racing car 100% handcrafted, with specific technology and components for the kind of raids where it competes. The car employs for the first time an attractive 3-door body, specifically designed for this car belonging to T1.2 FIA rank specific for 4WD prototypes and diesel mechanics. The change of rank is one of the significant changes made this year because last year, SsangYong raced with a 2WD car and managed to finish third overall, in our first participating year.

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The new Tivoli Rally Raid boasts a highly muscular look compared to the street version, in which the oversized wheel arches, the huge air intakes in the bonnet and the roof stand out, together with the multiple racing elements. From every angle, its amazing aesthetics succeeds in getting a great visual impact.

Under this striking body, we can find a steel multi-tube frame that has been specifically designed and developed for this car. Special attention has been given to the weights distribution, achieving 50/50 between axes, made possible by means of the inspired distribution of the various components and the front central situation of the longitudinal propeller and the gearbox.

The heart of the new Tivoli Rally Raid is a powerful twin-turbo straight-six 3 litres diesel engine that, just as the frame, has been specifically developed and adapted for this model. It has a configurable engine map with three operation programs to be selected by the driver that allow adapting the power delivery to the characteristics of the race or the specific stretch.

The power of the engine is distributed through a sequential straight-cut 6-speed with cut-off function gearbox. The gearbox, as well as the forward and rear self-locking differentials, have been designed and manufactured by Sadev, the recognised French maker.

The new Tivoli Rally Raid suspensions have a clever interchangeable twin-arm design that allows using the same parts on the four supports of the car. The advantage of which is that it is possible to use them in both axes if needed. The suspension works together with eight adjustable Öhlins shock absorbers, two for each wheel. This suspension-damping combination is, without a doubt, one of the

key elements of this car, which makes contact with the ground by four Michelin competition tyres 235 and 245 (depending on the terrain) with 16" wheels.

Standing out, among the multiple gadgets of the new racing SsangYong, are the hydraulic lift platforms of the frame, which permit the driver to lift quickly the body, leaving suspended any of the four wheels of the vehicle in almost every circumstance. This feature speeds up enormously the change of wheels during the race, saving time. The Tivoli Rally Raid is equipped, just like its production counterpart, with a rear view camera to facilitate the most complicate manoeuvres if moving backwards is required.

The cockpit of the new Tivoli Rally Raid, boasts an exquisite distribution of the different diagnostic and navigation elements. The driver has a multifunction wheel to regulate elements such as the engine program, the reset of distance calculation, or power water supply. On the upper part of the wheel, a programmable electronic dashboard provides the selected data and, at the same time, collects the race data, including telemetry.

Furthermore, the co-driver has at his disposal two digital state of the art racing computers to calculate distances and time with double data entry via GPS.

2. SSANGYONG SPAIN IN COMPETITION

SsangYong Spain started its successful competition path in 2008, supporting Isidre Esteve aboard a nearly standard SsangYong Kyron in Rally Paris Dakar, the most challenging Race in the world. The Kyron was adapted for his handicap and he managed to make it all the way to the end showing great form and a strong reliability from the car.

The success achieved by Isidre taking the Kyron to the finish line of the world hardest Rally marked a turning point for SsangYong. The oldest Korean carmaker, a true expert in 4WD and SUV production since its establishment in 1954, considers competition as the best platform to introduce its products and brand values, being the Spanish Off-Road Rally Championship the ideal arena.

In 2015, SsangYong successfully went back to competition, achieving victory in the 2WD category and an absolute third position in the CERTT. After those triumphs, SsangYong Spain decided to go a step further implementing the Tivoli Rally Raid project for the rest of the season and the next two seasons. SsangYong has created the Tivoli Rally Raid, a race prototype based on its SUV range newest model, the Tivoli, which has become, less than one year from its launch, the biggest commercial success of the brand, not only in Spain, but worldwide.

SsangYong Spain expectations are very high, not only in the racing field itself, but also in order to further strength its image as SUV and Off-road segment specialist and to complement its brand and product awareness strategy. The aspirations for the future include broadening its competition challenge from the Spanish championship to an international racing presence.

3. SPANISH OFF-ROAD RALLY CHAMPIONSHIP

The 2016 season of the Off-Road Rallies Spanish Championship has nine scoring races distributed in 8 meetings, all of them within the Spanish territory.

They all are races with an off-road component that mix speed and resistance of vehicles and participants. The mileage of each race is around 600-800 km, 90% of which are timed.

This highly competitive speciality, has the participation of the most relevant car manufacturers with SUV and 4WD cars on their range, and has drawn sizable media attention in the last few years; two good reasons, among others, that have led SsangYong Spain effort to officially address this project.

Spanish Off-Road Rally Championship 2016 Schedule

- 2-3 April: Rally TT Lleida-Pirineus
- 22-24 April: Baja Almanzora
- 21-22 May: Rally TT Mar de Olivos
- 10-11 June: 12 Hours TT Serón
- 22-24 July: Baja Aragón**
- 10-11 September: Baja Burgos
- 30 September – 1 Octubre: Rally TT Guadalajara
- 12-13 November: Off-Road Rally Cuenca**

The highlighted races are those where our car competes this season preparing for 2017-2018 season.

4. ÓSCAR FUERTES, OFFICIAL DRIVER

SsangYong Spain has appointed driver Óscar Fuertes to be behind the wheel in the Spanish Off-Road Rally Championship. Óscar Fuertes is one of the most experienced Spanish drivers in off-road races.

With more than 20 years of experience in competition, Oscar has shown his competitiveness in various specialities, but his role in the Spanish Gravel Rally Championship stands out, with 2 championships, 15 absolute victories and 35 podium finishes.

Óscar started to participate continuously in the raids field during the 2014 season and the following year, during the 2015 season (his first full participation) achieved a impressive victory in the 2WD category and a third position overall at the Spanish Off-Road Rally Championship.

5. TECHNICAL SPECIFICATIONS

Category:	T1.2 FIA (4WD Prototypes with diesel engine)
Dimensions:	4,550 mm length, 2,200 mm width, and 1,980 mm height
Wheelbase:	2,900 mm
Weight:	1,750 Kg (50/50 distribution)
Engine:	Central forward, 3.0 litres, diesel, twin-turbo, Garrett turbo, 3 performance programs
Max. torque:	740 Nm
Gearbox:	6-speed, sequential, cut off, dual-mass clutch Sadev
Differentials:	Forward and rear Sadev, central LSD
Frame:	Steel multi-tube
Suspension:	Twin Wishbone x 4 interchangeable
Damping:	8 adjustable Öhlins shock-absorbers (2 per wheel), 250 mm travel
Brakes:	AP calipers, 360 mm ø discs
Tyres:	Michelin Competition 235 and 245 (depending on the terrain), 16" wheels
Fuel tank:	ATL 150 litres, central-lower position with 2 high-pressure pumps
Cockpit:	Data recorders, multisystem display, 2 Coralba, aeronautical wiring, CAM lines, 4 individual hydraulic lifters

End.