



Media Information

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Opel Corsa-e Rally: Rally Racing Goes Electric

- Opel is the first manufacturer to develop a battery-electric rally car
- Opel Corsa-e Rally exceeds DMSB's high safety standards
- High durability and good operability reduce costs for teams

Rüsselsheim. The new [Opel Corsa-e Rally](#) sets standards. During the development of the rally vehicle, which is based on the body-in-white of its series-production counterpart, focus was on performance as well as cost control and safety.

The Opel engineering team made safety a top priority. The already very strict guidelines of the Deutscher Motor Sport Bund – DMSB (German Motor Sport Federation) regarding safety in the operation and handling of electric racing vehicles are not only fully met by the Corsa-e Rally, but clearly exceeded in several areas. Opel and the ADAC have been working very closely with the DMSB while developing the vehicle and planning the one-make cup.

Designed as an entry-level platform for rally sport, cost control was accordingly at the top of Opel Motorsport's specifications. Numerous components of the rally vehicle were taken over from the production counterpart – such as the electric motor and the 50 kWh lithium-ion battery integrated in the underbody. The battery, which consists of 216 cells, supplies enough energy for around 60 special stage kilometres at racing pace. The fast-charging system allows the speedy e-cars to recharge at mobile charging stations so that they never run out of “juice” during a competition. The sophisticated recuperation system of the Opel Corsa-e Rally also ensures that kinetic energy is converted into electrical power and stored during every braking process.

Thanks to the high durability of all components and the easy handling of the vehicle, costs for the teams also remain low and manageable.



For the particularly performance-relevant areas, the engineers have drawn on racing technology. The roll cage, seats and further components come from the new Opel Corsa Rally4, which has been homologated for the 2021 season for international works and customer racing. Power transmission is provided by a standard gearbox and a Torsen differential to improve traction out of tight corners.

“Developing an all-electric vehicle on a larger scale for rallying is a challenge,” says Opel Motorsport Director Jörg Schrott. “There were no empirical values and the project goals are ambitious: the Corsa-e Rally is matching the high level of the petrol-powered Opel ADAM Cup in terms of performance and ease of handling for the teams – and at reasonable costs. We will demonstrate that an electric rally vehicle can set new standards not only in the disciplines of sustainability and efficiency, but also in terms of dynamics and emotionalisation.”

Technical Data Opel Corsa-e Rally

Electric motor:	Synchronous (production)
Power:	100 kW (136 hp)
Torque:	260 Nm
Battery:	Lithium-ion, 50 kWh
Transmission:	Front-wheel drive with Torsen differential
Suspension:	Rally suspension McPherson strut with uniball joints front
Steering:	Electric power steering
Brakes:	4-piston brake calipers Interior ventilated 323x28-mm front discs, 264x12-mm rear discs Hydraulic brake pressure adjustable at rear, especially adapted for recuperation Adapted brake management with recuperation Hydraulic “fly-off” handbrake
Wheels:	7 x 17; ET20



Chassis:	Lightweight body-in-white with integrated roll-cage Underbody protection for engine, transmission and HV battery Electric fire extinguisher, dry battery (standard in engine compartment) Quick-release fasteners for bonnet and tailgate
Electrical system:	ESP, traction control (TC) and ABS deactivated Newly developed high-voltage (HV) safety warning system Optional: Tripmaster & additional lighting
Dimensions:	Length: 4,060 mm Width: 1,765 mm Height: 1,435 mm Wheelbase: 2,538 mm
Weight:	approx. 1,475 kg

About Opel

Opel is one of the largest European car manufacturers and a leader in the reduction of CO₂ emissions thanks to its extensive electrification offensive. The company was founded by Adam Opel in Rüsselsheim, Germany, in 1862 and started building automobiles in 1899. Opel is part of Stellantis NV, a global leader created for the new era of sustainable mobility as a result of the merger between Groupe PSA and FCA Group in January 2021. Together with its British sister brand Vauxhall, the company is represented in more than 60 countries around the globe. Opel is currently consistently implementing its electrification strategy to secure sustainable success and ensure that the future mobility demands of customers are met. By 2024, an electrified variant of each Opel model will be available. This strategy is part of the company plan PACE! with which Opel will become sustainably profitable, global and electric.

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