



Press Release - The D12 changes power configuration and gains performance

Magny-Cours (January 16, 2024) – The French Hypercars brand DELAGE announces a change in its powertrain and a performance gain:

- While the rolling prototype of the Delage D12, presented 18 months ago at the Goodwood Festival of Speed, is entering the final phase of its development, and the D12 will pass the small series homologation tests of the European Union during the summer of 2024, DELAGE has decided to modify its powertrain due to the tightening, in Europe and other international markets, of emissions standards for thermal engines.

The Delage D12 being intended to be approved in Europe and in most major Hypercar purchasing markets, the choice of the naturally aspirated V12 engine is retained but its displacement reduced; going from 7.6 L to 6.7L.

The thermal power is reduced to 850 horsepower, and the thermal torque to 745 N m.

- In order to compensate for the drop in thermal power, DELAGE will increase the power of its low-voltage electric motor (initially planned at 110 horsepower in the “GT” version and 20 horsepower in the “Club” version) to now 150 horsepower, in order to maintain total power in 4 digits.
- The “GT” version and the “Club” version will now have the same power of 1,000 horsepower.
- The weight of the “GT” is lowered due to these changes: the gain in electric power occurs (almost) without weight gain, while the 12% reduction in displacement leads to a weight gain of more than 15% on the engine. Ultimately, the D12 “GT” will have a dry weight of 1,360kg (instead of 1,390kg).
- The weight of the “Club” increases slightly (twenty kilos) going from 1300kg dry to 1320kg. The weight difference of 40 kilos between the two versions is made by the abandonment, in the Club, of the hydraulic systems of the active aerodynamics (for a replacement by electric with rear wing in permanent high position) and of the nose -lift.
- Ultimately, the acceleration of the D12 improves due to the increase in electric power, as does the overall performance:
 - o on the GT, the lap time of the northern loop of the Nürburgring circuit is estimated 7 seconds faster to fall under 6 min 40 seconds;
 - o on the Club, the lap time for the northern loop of the Nürburgring circuit is estimated to be 4 seconds faster to fall under 6 min 35 seconds.

- The new technical data sheets for the 2 GT and Club versions of the D12 are as follows:



	D12 - version GT	D12 - version Club
Moteur Thermique		
Type	V 66°	V 66°
Cylindres	12	12
Volume	6,705 cm3	6,705 cm3
Alesage / Course	95,5 mm / 78 mm	95,5 mm / 78 mm
Soupapes par cylindre	4	4
Calage d'arbres à cames variable à l'admission	Oui	Oui
Calage d'arbres à cames variable à l'échappement	Oui	Oui
Lubrification	Carter sec	Carter sec
Injection	Directe	Directe
Puissance Max. / tpm	850 ch / 8,600	850 ch / 8,600
Couple Max. / tpm	745 Nm / 7,000	745 Nm / 7,000
Moteur Electrique		
Puissance Max.	150 ch	150 ch
Couple Max.	252 Nm	252 Nm
Puissance Totale	1,000 ch	1,000 ch
Couple Total	997 Nm	997 Nm
Transmission		
Type	Propulsion (roues arrière uniquement)	Propulsion (roues arrière uniquement)
Boite de Vitesses	8 vitesses avant + 1 vitesse arrière (électrique)	8 vitesses avant + 1 vitesse arrière (électrique)
Chassis		
Type	Crashbox frontale - Monoque en carbone - chassis arrière en aluminium	Crashbox frontale - Monoque en carbone - chassis arrière en aluminium
Train avant	Suspensions contractives	Suspensions contractives
Train arrière	Suspensions contractives	Suspensions contractives
Direction	Assistance Electromagnétique	Assistance Electromagnétique
Aérodynamique	Aérodynamique Active hydraulique Delage (volets avants - aérofreins - aileron arrière)	Aérodynamique Active électrique Delage (volets avants - aérofreins - aileron arrière)
Freins / Jantes / Pneumatiques		
Etriers	Etriers monoblocs fixes en aluminium - 6 pistons à l'avant, 4 pistons à l'arrière	Etriers monoblocs fixes en aluminium - 6 pistons à l'avant, 4 pistons à l'arrière
Disques	Disques ventilés en Carbone-céramique. Diamètres : 380mm à l'avant, 360mm à l'arrière	Disques ventilés en Carbone-céramique. Diamètres : 380mm à l'avant, 360mm à l'arrière
Jantes	20"x9,5"xET45 à l'avant & 21x11,5"xET45 à l'arrière	20"x9,5"xET45 à l'avant & 21x11,5"xET45 à l'arrière
Pneumatiques	Michelin PS 4S 265/35 ZR20 à l'avant & 325/30 ZR21 à l'arrière	Michelin PS Cup2R connected 265/35 ZR20 à l'avant & 325/30 ZR21 à l'arrière
Dimensions		
Longueur	4,645 mm	4,645 mm
Largeur	2,063 mm	2,063 mm
Hauteur	1,090 mm (mode CIRCUIT) - 1,115 mm (mode ROUTE) - 1,140 mm (mode VILLE) + noselift	1,090 mm (mode CIRCUIT) - 1,115 mm (mode ROUTE) - 1,140 mm (mode VILLE)
Empattement	2,800 mm	2,800 mm
Réservoir d'essence	80 L	80 L
Poids à sec	1,360 Kg	1,320 Kg
Performances (estimations)		
Vitesse Max.	360 km/h	360 km/h
0-100 km/h	2.5s	2.6s
Temps au tour de la Boucle Nord du Nürburgring	< 6min 40s	< 6min 35s

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