



Technical data Audi R18 e-tron quattro (2015)

Version: March 2015

Model	Audi R18 e-tron quattro (2015)
Vehicle	
Vehicle type	Le Mans Prototype (LMP1)
Monocoque	Carbon fiber composite (CFC) with aluminum honeycomb and Zylon side panels, tested according to the strict FIA crash and safety standards, rear CFC crasher
Battery	Lithium ion battery
Engine	
Type	Audi TDI, turbocharged 120° V6, 4 valves per cylinder, 1 Garrett VTG turbocharger, diesel direct injection TDI, fully stressed aluminum crankcase
Cubic capacity	4,000 cc
Power output	Over 410 kW (558 PS)
Torque	Over 850 Nm
Hybrid system	
Type of accumulator	Electric flywheel accumulator, WHP, usable storage capacity over 700 KJ
Motor Generator Unit (MGU)	One MGU on front axle, water cooled with integrated power electronics, over 200 kW
Drivetrain / transmission	
Drive system	Rear wheel drive, traction control (ASR), four-wheel drive e-tron quattro in hybrid mode
Clutch	Carbon clutch
Gearbox	Sequential, electrically activated 7-speed racing gearbox
Differential	Limited-slip rear differential
Gearbox housing	CFC with titanium inserts
Driveshafts	Constant velocity sliding tripod universal joints
Suspension / steering / brakes	
Steering	Electrically assisted rack and pinion steering
Suspension	Front and rear double wishbone independent suspension, front pushrod system and rear pullrod system with adjustable dampers, twin wheel tethers per wheel
Brakes	Hydraulic dual circuit brake system, monobloc light alloy brake calipers, ventilated carbon fiber disc brakes front and rear
Wheels	O.Z. forged magnesium wheels
Tires	Michelin radial, Front: 31/71-18, rear: 31/71-18
Weight / dimensions	
Length	4,650 mm
Width	1,900 mm
Height	1,050 mm
Minimum weight	870 kg
Fuel tank capacity	54,2 liters