

Technical data Audi R18 e-tron quattro (2013)

Version: February 2013

Model	Audi R18 e-tron quattro (2013)
Vehicle	
Vehicle type	Le Mans Prototype (LMP1)
Monocoque	Carbon fiber composite with aluminum honeycomb, tested according to the strict FIA crash and safety standards
Battery	Lithium ion battery
Engine	
Type	Turbocharged 120° V6, 4 valves per cylinder, DOHC, 1 Garrett turbocharger, mandatory intake air restrictor of 1 x 45.1 mm diameter and turbo boost pressure limited to 2.8 bar absolute, diesel direct injection TDI, fully stressed aluminum cylinder block
Engine management	Bosch MS24
Engine lubrication	Dry sump, Castrol
Cubic capacity	3,700 cc
Power	Over 360 kW (490 hp)
Torque	Over 850 Nm
Hybrid system	
Type of accumulator	Electric flywheel accumulator, max 500 KJ, WHP
Motor Generator Unit (MGU)	MGU on the front axle, water cooled with integrated power electronics, over 2 x 80 kW
Drivetrain / transmission	
Transmission type	Rear wheel drive, traction control (ASR), four-wheel drive e-tron quattro from 120 km/h
Clutch	Carbon clutch
Gearbox	Sequential, electrically activated 6-speed racing gearbox
Differential	Limited-slip rear differential
Gearbox housing	Carbon fiber composite with titanium inserts
Driveshafts	Constant velocity sliding tripod universal joints
Suspension / steering / brakes	
Steering	Electrical assisted rack and pinion steering
Suspension	Front and rear double wishbone independent suspension, front pushrod system and rear pullrod system with adjustable dampers
Brakes	Hydraulic dual circuit brake system, monobloc light alloy brake calipers, ventilated carbon disc brakes front and rear, infinitely manually adjustable front and rear brake balance,
Wheels	O.Z. magnesium forged wheels
Tires	Michelin radial, Front: 360/710-18, rear: 370/710-18
Weight / dimensions	
Length	4,650 mm
Width	2,000 mm
Height	1,030 mm
Minimum weight	915 kg
Fuel tank capacity	58 liters