

# Audi R18 TDI



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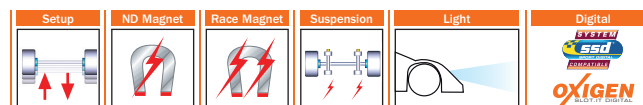
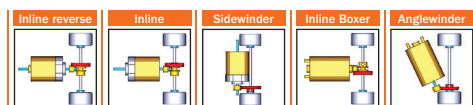
n. 2 1st 24h Le Mans 2011

M. Faessler - B. Tréluyer - A. Lotterer

CW12				
↔ 150mm	↓ 34mm	↔ 93mm	↔ 64mm	🔥 79gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
Flat-6 20.5K	11/28	17.3x10 1152C1	17.3x10 1152C1

Scale
<b>1:32</b>



Motor mount	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
	○ [2]	○ [2]	X	○ [2]	● [1]	●	●	○	○	○	○

- Standard
- Compatible
- X Not Compatible

[1] box stock standard; offset 1 mm  
[2] only with optional inline body kit



# Audi R18 TDI



The R18 TDI is a sportscar designed in 2011 by Audi, according to the Lmp1 regulations, to be engaged in the Le Mans 24 Hours and the World Endurance Championship.

It is a closed cockpit car, a choice made as a consequence of the rules change introduced in 2011.



The diesel engine is a V6, 120°, 3.7 liters displacement; fuel tank capacity is 65 liters. The engine uses a single turbo and exhaust pipe situated below the fin. The maximum power is 540 hp with air restrictions according to the rules, and the top speed about 335 kph.

In 2011, the R18 achieved the 10th victory for Audi at the Le Mans 24 Hours, after a very close battle with Peugeot. Car number 2 won the race, driven by Benoit Treluyer, André Lotterer and Marcel Faessler, who became the very first Swiss driver to win at Le Mans.

Each area of this car is designed for extreme reduction of weight; the minimum value of 900 kg required by regulations is reached by using ballasts.

The carbon monocoque chassis is made in a single-piece; this solution is very light, but also very safe.

The gearbox is 6-speeds, electrically actuated, built with large use of carbon fibre composite material.

The whole headlights are made with LEDs.

