

Audi R18 TDI

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#1 test Monza May 2011

 Rinaldo Capello














CA24a

↔150mm ↓34mm ●→93mm ●→64mm 📏79gr

1:32



	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital SYSTEM SSD DIGITABLE OXIGEN ANALOG DIGITAL
Motor mount											
STANDARD	○ [1]	○ [1]	X	○ [1]	○ [2]	●	●	○	○	○	○
OFFSET	○ [1]	○ [1]	X	○ [1]	● 1.0mm [2]						

● Standard
○ Compatible
X Not compatible

[1] only with optional inline body kit
[2] Flat-6 only

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 changes introduced in 2011.

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 produced in a single-piece; this solution is very light, but also very safe.

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

The complete headlights are made with LEDs.

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, that exits below the fin. The maximum power is 540 hp with air restrictions according to the rules, and the top speed about 335 kph. Monza is a very fast circuit, just like Le Mans, so teams often come here for testing before the 24 Hour race.

During these tests, cars don't pass through the first chicane, following the track that was used for races until the early seventies.

