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Fastest model is now even hotter: Extensive update for Audi R8

- **Powerful V10 naturally aspirated engines in two output ratings**
- **Modified suspension components for even more dynamic handling**
- **Striking exterior design, sales launch in early 2019**

Neckarsulm, October 24, 2018 – “Born on the track, built for the road.” The volume-production model now follows after the world premiere of the R8 LMS GT3 at the 2018 Paris Motor Show. Apart from the sportier design, the Audi R8 Coupé and Spyder (combined fuel consumption in l/100km: 13.3 – 12.9 (17.7 – 18.2 US mpg); combined CO₂ emissions in g/km*: 301 – 293 (484.4 – 471.5 g/ml)*) have more powerful engines. The models will go on sale in Europe in early 2019.

“The R8 occupies a unique position for Audi in every respect,” says Michael-Julius Renz, Managing Director of Audi Sport GmbH. “It’s now even more powerful and faster.” adds Oliver Hoffmann, Technical Managing Director of Audi Sport GmbH: “Motorsport is part of our DNA. With around 50 percent shared parts with the R8 LMS GT3 and even 60 percent with the R8 LMS GT4, no other automobile is so close to motor racing as the R8.”

Even more powerful: the engines

Instant response, lightning-fast high-revving and a unique sound – the heart of the Audi R8 is its V10 naturally aspirated engine. It is available to customers in two output ratings. The almost identical drive technology of the V10 engine in the R8 LMS GT3 and R8 LMS GT4 is put to good use on the racetrack. The V10, which is produced at the engine plant in Győr, Hungary, is very compact. A separate radiator controls the temperature of the engine oil, which comes from a dry sump. This principle was adopted from motor racing and allows for an extremely low installation position of the engine, producing a low center of gravity. The pump module operates with multiple suction stages and assures proper lubrication under all conditions – including during lateral acceleration of around 1.5 G, which is possible in the R8. Both engines have a gasoline particulate filter.

Razor-sharp precision: the suspension

Modifications to the suspension provide even more stability and precision. The assistance has been retuned both with the optional dynamic steering and the electromechanical power

The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

* The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



steering: Steering response and the feedback from the road come across as even more precise across the entire range of speeds.

Depending on the selected engine, the three additional programs dry, wet and snow are added to the well-known Audi drive select modes with the performance mode. They adapt the key dynamic parameters to the friction coefficient of the road. Thanks to the enhanced Electronic Stabilization Control (ESC), the top-of-the-line model brakes from 100 km/h (*62.1 mph*) to a standstill up to 1.5 meters (*4.9 ft*) earlier; the stopping distance from 200 km/h (*124.3 mph*) is up to five meters (*16.4 ft*) shorter – in each case depending on the exterior conditions.

The new Audi R8 is equipped with factory-installed 19-inch wheels. Ultralight 20-inch fully milled wheels in five-V dynamic design with new summer and sport tires, which convey even more precise handling, are available as an option. Audi offers ceramic brake discs as an alternative to the standard steel discs. The stabilizer at the front is optionally made from carbon fiber-reinforced polymer (CFRP) and aluminum, which cuts weight by around two kilograms (*4.4 lb*).

Sharper and tauter: the design

The honed character of the new R8 models also becomes clear visually. The Singleframe radiator grille has a wider, flatter line. Thick bars divide up the large air inlets. Flat slits in the hood are reminiscent of the Audi Sport quattro brand icon. The new front splitter is now wider, as is the striking low-set air vent grille at the rear. The grille rounds off the diffuser that extends quite some way up. All of which underlines the sporty look of the Audi R8. In the engine compartment the air filter is situated under a new, three-part cover – available in a choice of plastic or carbon fiber.

R8 customers can choose from up to three exterior packages, depending on the engine variant; these packages add various highlights to the front splitter, the side trims and the diffuser. As an option, the Audi rings and badges on the exterior are painted in high-gloss black. The new metallic colors Kemora Gray and Ascari Blue add to the paint range. The Audi exclusive range gives customers the opportunity to customize many details of their Audi R8 – inside and out.

The new R8 models will be arriving at dealerships in Germany and other European countries in the course of the first quarter of 2019. The models will go on sale in early 2019.

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Fuel consumption of the models listed

(Information on fuel consumption and CO₂ emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used)

R8 Coupé V10 performance quattro (456 kW)
Combined fuel consumption in l/100 km: 13.1 (*18 US mpg*);
combined CO₂ emissions in g/km: 297 (*478 g/mi*)



R8 Spyder V10 performance quattro (456 kW)
Combined fuel consumption in l/100 km: 13.3 (*17.7 US mpg*);
combined CO₂ emissions in g/km: 301 (*484.4 g/mi*)

R8 Coupé V10 quattro (419 kW)
Combined fuel consumption in l/100 km: 12.9 (*18.2 US mpg*);
combined CO₂ emissions in g/km: 293 (*471.5 g/mi*)

R8 Spyder V10 quattro (419 kW)
Combined fuel consumption in l/100 km: 13.0 (*18.1 US mpg*);
combined CO₂ emissions in g/km: 297 (*478 g/mi*)

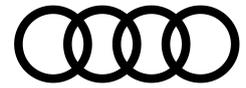
The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit www.audi.de/wltp.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the "Guide on the fuel economy, CO₂ emissions and power consumption of new passenger car models", which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany and at www.dat.de.

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In 2017, the Audi Group delivered to customers about 1.878 million automobiles of the Audi brand, 3,815 sports cars of the Lamborghini brand and 55,900 motorcycles of the Ducati brand. In the 2017 fiscal year, AUDI AG achieved total revenue of €60.1 billion and an operating profit of €5.1 billion. At present,



approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.