



**Communication for Model Series,
Innovation and Technology**
Susanne Mellinghoff
Phone: +49 152 58811859
Email: susanne.mellinghoff@audi.de
www.audi-mediacyenter.com

Communication
Audi Sport customer racing
Eva-Maria Becker
Phone: +49 841 89-33922
Email: eva-maria.becker@audi.de
www.audi-mediacyenter.com

Even sharper and more striking: The Audi R8 V10 RWD and the Audi R8 LMS GT4

- The sports car with rear-wheel drive is now a fixed element of the portfolio
- New exterior design analog to the revised R8 quattro versions for the series production model and racing car
- 5.2-liter naturally aspirated V10 engine with 540 PS accelerates from zero to 100 km/h (*62.1 mph*) in 3.7 seconds

Neckarsulm, November 6, 2019 – From special series to standard range:

The Audi R8 V10 with rear-wheel drive (combined fuel consumption in l/100 km: 13.1–12.9 (*18.0–18.2 US mpg*); combined CO₂ emissions in g/km: 293–299 (*471.5–481.2 g/mi*)) is advancing to a permanent model. In this context, its exterior is being redesigned to make it even more striking: It will be fitted with the same new features as the R8 V10 quattro models**. The V10 mid-engine, which delivers 397 kW (540 PS) here, and the rear-wheel drive offer a puristic kind of driving pleasure. The near-production-level Audi R8 LMS GT4 racing car, which also features rear-wheel drive, is being released at the same time, with a new design and noticeable optimizations in terms of vehicle dynamics. The customer sport racing car for the international GT4 category will offer private drivers even more precise adjustment options in the future.

“We launched a limited series of the Audi R8 V10 RWS** at the beginning of 2018,” says Oliver Hoffmann, Managing Director of Audi Sport GmbH. “Its rear-wheel drive derived from the R8-LMS racing car, and the special dynamics sparked our customers’ enthusiasm right away. Now it will become part of the R8 family as a separate model, the R8 V10 RWD**. And we are giving it the same sharp look with which we designed the new R8 quattro models. At the same time as we are releasing the series production model, we are also offering the R8 LMS GT4 racing car with a new look.”

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.

* Fuel consumption, CO₂ emission figures and efficiency classes given in ranges depend on the tire/wheel sets used.

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



The series production car: Audi R8 V10 RWD

The design of the R8 V10 RWD

The new design features perfectly highlight the dynamics of the Audi R8 V10 RWD**, which is available as a Coupé and Spyder. The Singleframe is broader and flatter, and the slits below the hood are reminiscent of the brand's icon, the Audi Sport quattro.

The air inlets, the front splitter and in particular the air outlet grille at the rear have become broader. The diffuser, which is flanked by two oval tailpipes, has moved further upward. In the engine compartment, the air filter is situated under a new cover, which is available in a choice of plastic or carbon fiber.

The sideblades of the R8 V10 RWD** hint at the model's special status: The top blade is designed in glossy mythos black, while the bottom blade is painted in the color of the vehicle. The front blade, the side sill inserts and the diffuser are painted in gloss black as standard. The carbon styling package and, for the Spyder, an extended black styling package are available as an alternative. Kemora gray has been added to the color chart. As an option, the Audi rings and logo are painted in high-gloss black. Inside, the driver and passenger sit in sport seats covered in leather and Alcantara. A shiny badge with the "RWD" logo is fitted across from the front passenger.

The heart of the high-performance sports car: the 5.2 FSI

The heart of the Audi R8 V10 RWD** high-performance sports car beats behind the passenger cell. The naturally aspirated V10 inspires pure fascination, with an incomparable sound, lightning-fast response and immense torque. The 5.2 FSI delivers 397 kW (540 PS) and at 6,500 rpm, it achieves a maximum torque of 540 Nm (*398.3 lb-ft*) that is transferred to the rear wheels via a seven-speed S tronic and a mechanical locking differential.

The R8 V10 RWD Coupé (combined fuel consumption in l/100 km: 12.9 (*18.2 US mpg*); combined CO₂ emissions in g/km: 293–294 (*471.5–473.1 g/mi*)) catapults itself and the driver from 0 to 100 km/h (*62.1 mph*) in 3.7 seconds, and its propulsion ends at 320 km/h (*198.8 mph*). The values for the Spyder (combined fuel consumption in l/100 km: 13.1 (*18.0 US mpg*); combined CO₂ emissions in g/km: 298–299 (*479.6–481.2 g/mi*)) are 3.8 seconds and 318 km/h (*197.6 mph*).

Extreme vehicle dynamics for purists

The rear-wheel drive of the R8 V10 RWD** provides a very special kind of driving pleasure. If sport mode is activated in connection with the Electronic Stabilization Control ESC, the suspension setup and control system even allow controlled drifting. The power steering ensures intense contact with the road. The Audi R8 V10 RWD** rolls standard on black 19-inch forged wheels with 245/35 tires up front and 295/35 tires at the rear. 20-inch wheels and sport tires are also available; they improve the dynamics, grip and deceleration under high loads and requirements even further.

* Fuel consumption, CO₂ emission figures and efficiency classes given in ranges depend on the tire/wheel sets used.

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



The axle load distribution is 40:60. The Coupé (empty and without the driver) weighs just 1,595 kilograms (*3,516 lb*) – the omission of the propeller shaft, the quattro multi-plate clutches and front axle differential make the R8 V10 RWD** around 65 kilograms (*143 lb*) lighter than the R8 quattro model. Weighing 1,695 kilograms (*3,737 lb*), the R8 Spyder V10 RDW** is 55 kg (*121 lb*) lighter than the R8 Spyder V10 quattro**. Like all R8 models, it features an Audi Space Frame (ASF) body made of aluminum and large parts of carbon fiber-reinforced polymer (CFRP).

The R8 V10 RWD** is produced, largely by hand, at the “Böllinger Höfe” production facility at the Audi location in Neckarsulm. The high-performance sports car with rear-wheel drive will be introduced on the European markets at the beginning of 2020; the base price for the Coupé in Germany will be EUR 144,000. The Spyder will start at EUR 157,000.

The race car: Audi R8 LMS GT4

The GT4 race car, which is directly derived from the production model with about 60 percent carry-over parts and, like the road-going version, is being produced at Böllinger Höfe at the Neckarsulm location is exclusively intended for privateer drivers. Since 2018, the previous model has clinched as many as 17 titles worldwide in racing, and now the freshly refined version has arrived. With visual cues taken directly from the production model, the new race car impresses with driving dynamics having been enhanced once again. The 5.2-liter V10 engine, delivering up to 364 kW (495 hp) as specified by the regulations, powers the race car via a seven-speed dual-clutch transmission.

Two innovations make it easier for drivers to battle for points and trophies even in challenging conditions. For the first time, the ABS braking and TC traction control systems can be precisely adjusted. The program characteristics allow for eight different settings, respectively, which the driver can individually select, depending on weather, track conditions and tire grip, etc. in racing. For this purpose, the Audi R8 LMS GT4 is equipped with the steering wheel of the GT2 racing version. The two rotary switches for ABS and TC are centrally located in the steering wheel, directly within the drivers’ view. This allows them to immediately respond to new challenges and to configure their personal setup of both systems while keeping their eyes focused on the race track. As most GT4 racing series prescribe driver changes, individual preferences can be easily and accurately selected before and after the pit stop. With these enhanced setup options, the drivers of the Audi R8 LMS GT4 are now even more competitive. Currently, there are 27 fielding opportunities in America, Asia, Australia, Europe and South Africa. Most of them exist in full-season championships, but also in stand-alone events such as the 24-hour races at the Nürburgring and in Dubai. The Audi Sport Seyffarth R8 LMS Cup in Europe and the Audi Sport R8 LMS Cup with rounds in Asia and Australia offer entrants the opportunity to compete against each other in identical cars. In the remainder of the events, the Audi R8 LMS GT4 is pitted against the competition of up to eleven models from other manufacturers. Fields of 40 entrants and more are not uncommon in GT4 racing.

* Fuel consumption, CO₂ emission figures and efficiency classes given in ranges depend on the tire/wheel sets used.

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



Further Information

[Basic information on the Audi R8 LMS GT4](#)

- End -

Consumption values of the models listed

(Fuel consumption, CO₂ emission figures and efficiency classes given in ranges depend on the tire/wheel sets used)

Audi R8 Coupé V10 RWD:

Combined fuel consumption in l/100 km *(US mpg): 12.9 (18.2)*
Combined CO₂ emissions in g/km *(g/mi): 293–294 (471.5–473.1)*

Audi R8 Spyder V10 RWD:

Combined fuel consumption in l/100 km *(US mpg): 13.1 (18.0)*
Combined CO₂ emissions in g/km *(g/mi): 298–299 (479.6–481.2)*

Audi R8 Coupé V10 performance quattro:

*(Combined fuel consumption in l/100 km (US mpg): 13.1 (18.0);
Combined CO₂ emissions in g/km (g/mi): 297 (478.0)*

Audi R8 Spyder V10 performance quattro:

*(Combined fuel consumption in l/100 km (US mpg): 13.3 (17.7);
Combined CO₂ emissions in g/km (g/mi): 301 (484.4)*

Audi R8 Coupé V10 quattro:

*(Combined fuel consumption in l/100 km (US mpg): 12.9 (18.2);
Combined CO₂ emissions in g/km (g/mi): 293 (471.5)*

Audi R8 Spyder V10 quattro:

*(Combined fuel consumption in l/100 km (US mpg): 13.0 (18.1);
Combined CO₂ emissions in g/km (g/mi): 297 (478.0)*

* Fuel consumption, CO₂ emission figures and efficiency classes given in ranges depend on the tire/wheel sets used.

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



The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 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 1, 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 tire 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 all 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, 73760 Ostfildern, Germany, or under www.dat.de.

The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 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.

* Fuel consumption, CO₂ emission figures and efficiency classes given in ranges depend on the tire/wheel sets used.

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