

# THE BUGATTI TOURBILLON: AN AUTOMOTIVE ICON *'POUR L'ÉTERNITÉ'*



In 2004, the reborn Bugatti brand transformed the world of automotive performance and luxury with a 1,001 hp hyper sports car: the Veyron. The first road car with more than 1,000 hp was succeeded in 2016 by another engineering feat so ambitious it reset all expectations of performance, the world's first 1,500 hp car: the Chiron. At the heart of these cars was the world's most advanced automotive engine: an 8.0-liter quad-turbo W16. Now, 20 years after Bugatti invented the hyper sports car, it redefines the concept completely with an entirely new powertrain and platform. This is the Bugatti Tourbillon.

## NAME AND PHILOSOPHY

**Mate Rimac, CEO of Bugatti, said:** The development of the Bugatti Tourbillon was guided at every step by the 115 years of Bugatti history and the words of Ettore Bugatti himself. His mantras 'if comparable it is no longer Bugatti' and 'nothing is too beautiful' were a guiding path for me personally, as well as the design and engineering teams looking to create the next exciting era in the Bugatti hyper sports car story.

"Icons like the Type 57SC Atlantic, renowned as the most beautiful car in the world, the Type 35, the most successful racing car ever, and the Type 41 Royale, one of the most ambitious luxury cars of all time, provide our three pillars of inspiration. Beauty, performance and luxury formed the blueprint for the Tourbillon; a car that was more elegant, more emotive and more luxurious than anything before it. Quite simply, incomparable. And just like those icons of the past, it wouldn't be simply for the present, or even for the future, but *Pour l'éternité — for eternity.*"

As the first Bugatti in more than 20 years not powered by the iconic W16 engine, the tradition of naming core models after legendary Bugatti racing drivers of the past is no longer applied. Instead, the name Tourbillon was chosen as the perfect encapsulation of this car's character. A French word, and a subtle reference to Bugatti's French heritage and home in Molsheim, the tourbillon is a watchmaking invention of a Swiss-born genius living in France in 1801. A completely original creation without compare, it is both complex and beautiful, helping to counteract the effects of gravity on a watch to ensure more consistent time-keeping. And over 200 years later it is still revered as the pinnacle of watchmaking.

This sense of mechanical timelessness was a core part of the Bugatti Tourbillon journey. For a car that will be displayed on the concours lawns of this and the next centuries, technology can easily date — especially large digital screens — so it's important that it uses as many timeless components as possible. The Tourbillon therefore utilizes a number of design and engineering techniques that will never age, including a completely analogue instrument cluster crafted by Swiss watchmakers and finished with the same care and attention you find in the world's greatest timepieces. Just as these become heirlooms over generations, the Tourbillon is designed as a car for eternity.

## DESIGN & AERODYNAMICS

As with every Bugatti of the modern era, the Tourbillon is 'shaped by speed'. The ability to travel at more than 400 km/h requires every single surface, inlet and ridge to be finely honed to ensure it is not only aerodynamic but also beneficial to the car's thermodynamics. This is the guiding principle of the Tourbillon, which is then evolved around four Bugatti design elements inspired by history: the horseshoe grille, the Bugatti Line, the central ridge and the dual color split.

**Frank Heyl, Bugatti Director of Design, said:** *"The creations of Ettore and Jean Bugatti are ingenious in their aerodynamics, innovation and enduring beauty. We draw from the Bugatti Type 35, where the whole shape of the car was guided by the shape of the horseshoe grille, tapering back into this streamlined fuselage shape. We find inspiration in the Type 57SC Atlantic — the S stood for Surbaissé, which essentially meant lowered — bringing down the frontal area, lowering the roofline, lowering the driver and creating this wonderful stance and proportion. That's something that was very important for us, carefully curating the*

*placement of volumes that are both functional but also supporting the extreme proportions of the car. If the car is lower, it looks wider and the size of the wheels are emphasized; it looks like there is tension in the muscles, a posture ready to pounce. Every design decision is geared towards creating a sense of speed even at a standstill.*

*“Ever since Jean Bugatti began to apply bold dual-tone paintwork to his cars, it has become an important part of Bugatti design DNA, and in the Tourbillon, we evolve it once more in an authentic but modern way. That split happens around our fourth key design element: the Bugatti line, inspired by the color split lines of the Type 41 Royale and reborn as a core design element of both Veyron and Chiron. In-keeping with our new proportions, and lowered roofline, the Bugatti line now curves around more sharply, leaning forwards slightly as it winds its way around the roof, imbuing the side profile with a leaping motion.”*

Although beautiful in its design and proportions, every surface, intake and vent is carefully honed to balance the enormous aerodynamic forces of a car travelling at over 400 km/h as well as the thermodynamic requirements of a V16 engine, electric motors and battery at full performance.

Using over 20 years of expertise from the Veyron and Chiron, the Tourbillon features a number of patented technologies. As a result, the rear wing even remains submerged during top speed runs, with a perfect equilibrium of forces generated by these new innovations. The wing is utilized to establish higher downforce at slower speeds and as an airbrake for improved stability under deceleration.

Much of this aerodynamic equilibrium is thanks to the new diffuser concept, which starts to climb from just behind the passenger cabin, rising at an ideal angle to keep the Tourbillon in perfect balance. The diffuser is built around a completely new crash concept, which is fully integrated within the structure of the diffuser itself, keeping it both enormously effective but also hidden from sight, enabling the open rear-end design.

At the heart of the Tourbillon’s design ethos is the iconic horseshoe, from which all lines of the car originate, shaping the central fuselage volume. Docked onto that left and right are the flying fenders that allow to stream air underneath the headlights to boost air mass flow into the side intakes. This intricate interplay of airflow is further exemplified by the frontal design, which, while maintaining the dimensions of a sculpted overhang, ingeniously houses an ultra-efficient cooling system that directs air through and out of the front bonnet, augmenting downforce while ingeniously packaging a sizable frunk in between the two radiators.

A set of advanced, electrically actuated dihedral doors not only allow for easy entry into the vehicle but provide a dramatic sense of arrival, able to be opened and closed from the key fob, the door opening button found just underneath the Bugatti Line and on the center console.

## **INTERIOR**

Ever since car manufacturers began to embrace digital screens and touchscreens in cars, the rate of progress has been so rapid that within less than a decade, the technology appears outdated. Imagining the Tourbillon on concours d’élégance lawns not just in 10 years but perhaps in 100 years, the design philosophy of the interior focused on timelessness. Inspired by the world of horologie, in which wristwatches over 100 years old

can still be worn and used today, integrated into modern fashion and lifestyles seamlessly, the design and engineering teams pioneered an authentic analogue experience in the cabin.

The centerpiece of this takes the horologie philosophy to its most literal conclusion; an instrument cluster designed and built with the expertise of Swiss watchmakers. Made up of more than 600 parts and constructed from titanium as well as gemstones such as sapphire and ruby, the skeletonized cluster is built to the largest tolerance of 50 microns, with the smallest at 5 microns, and weighs just 700g. This intricately engineered masterpiece remains a focal point of the driving experience, fixed in place as the rim of the steering wheel rotates around it — a set-up known as a fixed hub steering wheel. Through this ingenious concept Tourbillon drivers have an unobstructed view of their instrumentation independent of the steering angle because the spokes reach around the back of the instrument cluster

The center console is a blend of crystal glass and aluminum, revealing the intricate workings of the switches and the engine start 'pull' lever that it hosts. This glass was developed over 13 separate stages to ensure it was both perfectly clear and extremely strong and safe in the event of an accident. The aluminum parts of the console are anodized and milled from a single block of metal, while the knurled aluminum switches sit at the head of a complex mechanism that is fully visible beneath the crystal glass — entirely developed in-house. The act of igniting the all-new naturally aspirated V16 engine and electric powertrain has been crafted to be a physical experience, a nod to the rituals of historic automobiles — a pull to start and a push to cease.

But hidden from view until desired is a high-definition digital screen, which displays vehicle data and offers seamless mobile connection. An intricately engineered mechanism deploys the touchscreen from the top of the center console; portrait mode for the reversing camera in just two seconds and full landscape mode in five seconds.

Every interior decision — just as it is with the exterior — is made with ultimate performance in mind, without compromising in any way on practicality or comfort. The seats, for example, are fixed to the floor to be as light and as low as they can possibly be, the pedal box can be electrically adjusted forwards and backwards to ensure a comfortable driving position for everyone. Thanks to this new solution, the interior is spacious, making it ideal for longer trips and daily use. Even the audio system is being engineered without traditional speakers and woofers, opting for an advanced system that features exciters on the door panels and throughout the car to use existing interior panels as speakers. It is a lighter and more efficient system than traditional audio set-ups.

**Christophe Piochon, President of Bugatti, said:** *"As well as the spectacular analogue innovations that have gone into creating a timeless interior such as this, we focused on authenticity of materials and perfection in every part. Informally we say that 'what you see is what you get', describing the fact that if you see a piece of what you think is titanium, then that's what it is. Or if you see carbon fiber, or leather, then it will be exactly that — and always the best possible. With the Tourbillon, we are taking this impeccable authenticity and craftsmanship to the next level. Our completely new Bugatti platform has been designed in every single detail to express the pursuit of engineering excellence. It is clear from looking at any of Ettore Bugatti's creations that every component — even if it is never seen — is a work of art, and that was our intention with Tourbillon, too. It is stunning in every detail, recognizably Bugatti and also a masterpiece of packaging and engineering."*

## POWERTRAIN AND PERFORMANCE

The Bugatti W16 engine was unlike any other automotive engine in the world when it was revealed. With its four turbos and prodigious power figures, it set a new benchmark for the limits of combustion engine technology, and two decades after its creation it's still unmatched or replicated. Following in its footsteps is another incomparable masterpiece of internal combustion engineering, paired with the immediate torque and flexibility of electric motors.

This next-generation Bugatti hyper sports car is powered by an all-new 8.3-liter naturally aspirated V16 engine — engineered with the help of Cosworth — paired with a front e-Axle with two electric motors and one electric motor mounted at the rear axle. In total, the Tourbillon produces 1,800 hp with 1,000 from the combustion engine itself and 800 hp from the electric motors. It's an extraordinary achievement — delivered thanks to a host of cutting-edge materials and technology — given the Veyron achieved 1,001 hp from its 8.0-liter capacity engine with four turbochargers, and the new V16 is completely naturally aspirated. Constructed from lightweight materials, the engine weighs just 252 kg.

The electric motors are powered by a 25 kWh oil-cooled 800V battery housed in the central tunnel and behind the passengers. With four-wheel-drive and full torque-vectoring, it offers ultimate traction and agility. The front e-axle houses two electric motors, with a further motor on the rear axle, for a total of 800 hp from the electric powertrain system. The electric powertrain, with the electric motors spinning up to 24,000 RPM and a fully integrated dual silicon-carbide inverter, is amongst the most power-dense in the world. The e-axles are delivering over 6 kW per kg of e-axle mass, including inverters, motors and gearboxes. While power, throttle response and torque-fill are priorities for the electric powertrain, the relatively large energy content of 25 kWh allows for a very usable all-electric range of more than 60 km / 37 miles.

In the automotive industry, it is expected that each new model is heavier than its predecessor. Especially in case the new model adds a hybrid powertrain or more performance. But with a new Bugatti, the unexpected should be the norm. The Tourbillon boasts significantly improved performance, a very powerful electric powertrain system, a large battery pack and yet, it weighs less than the Chiron, which is a testament to the incredible engineering behind the Tourbillon. With its lightweight construction and instantaneous torque from the electric motors, the Bugatti Tourbillon delivers extraordinary performance.

Thanks to the combination of an extremely advanced hybrid powertrain and lightweight engineering, efficient packaging and advanced aerodynamics, the Tourbillon will be reducing significantly the emissions in comparison to its predecessor but still enhancing the driving experience and bringing to new levels the pinnacle of automotive industry.

**Emilio Scervo, Bugatti CTO,** said: *“ The Tourbillon had to be incomparable in every respect. Our philosophy has been to take any single aspect of Chiron and elevate it, looking for elegant and sophisticated engineering solutions and new technologies to deliver a timeless masterpiece. We wanted someone to be able to take any piece of this car, from inside, outside or under the skin, and believe that it could be placed in an art gallery. The result is a*

*car which is beautiful inside and outside, the most powerful Bugatti to date which simultaneously elevates mechanical fascination and technical beauty to a whole new level.*

*The powertrain was perhaps the most important decision that we had to make, considering every option available to us; reengineering the W16, going fully electric or creating something entirely new. Ultimately, we chose the hardest possible option, creating a powertrain from scratch and pairing it seamlessly with a complex system of e-motors, a new generation eight-speed dual-clutch gearbox and more, all developed from the ground up specifically for the Tourbillon. But it was important to us that this car retained that pure and raw analogue feel of a naturally aspirated combustion engine, while pairing it with the agility and ability provided by electric motors.*

*We have already heard what it sounds like when this car reaches its 9,000rpm redline under full throttle, and it is a visceral, awe-inspiring experience that will echo for eternity. With the Tourbillon, we have engineered a car that delivers the best of combustion technology and electrification; free from compromises and built with a timeless dedication to creating a memorable driving experience. “*

## **ENGINEERING**

The Tourbillon is designed around entirely new chassis and body structure. The structure is made from a next-generation T800 carbon composite, which incorporates a number of weight-saving innovations, such as integrating the battery as a structural part of the monocoque and an unprecedented crash composite rear diffuser, inspired by top level motorsport. The front composite airducts that flow through the front of the car are also integral to the structure, ensuring that each and every part of the rigid, lightweight structure is optimized. For example, the front and rear frames exhibit low pressure thin wall aluminum casting and 3D printed structural braces, contributing to a structure that is significantly lighter and stiffer than its predecessor!

The completely new chassis integrates multi-link suspension front and rear, forged from aluminum, moving on from the double wishbone steel construction found in the Chiron. By opting for a new organic-designed suspension arm and upright, 3D-printed in aluminum, engineers have saved 45% in suspension weight compared with the Chiron. The rear also features an AI-developed 3D-printed hollow airfoil arm to enhance vehicle dynamics and aerodynamic performance.

The brakes are equally advanced, featuring the ultimate carboceramic technology. A bespoke brake-by-wire system is introduced, fully integrated with the moveable pedal box, and blended seamlessly through an integrated vehicle non-linear controller developed by Bugatti to the hybrid powertrain. Michelin Pilot Cup Sport 2 tires — 285/35 R20 at the front and 345/30 R21 at the rear — are a bespoke development for the Tourbillon.

Within the new chassis, the new ultra compact and lightweight front e-axle with dual independent motors, including the dual-inverter, fits within the same package space that was available in Chiron, adding more complexity without requiring more space. Designers and engineers also freed up more storage space and a larger luggage component, as part of the clean-sheet chassis and bodyshell design, allowing owners to fit a set of bespoke Bugatti Tourbillon luggage.

## COMING IN 2026

**Mate Rimac, Bugatti CEO, said:** *“ We look back through Bugatti history at the creations of Ettore and Jean and you can immediately see that they refused to compromise. The amount of patents Ettore had to his name was incredible, because he didn’t ever want the simplest solution, he always wanted the best solution, even if it didn’t exist yet. He’d go away and he’d build it, test it and refine it until it was perfect. And then he’d make it beautiful. It is why the cars are so revered today, and it is the driving force behind everything we have done with Tourbillon.*

*“So yes, it is crazy to build a new V16 engine, to integrate with a new battery pack and electric motors and to have a real Swiss-made watchmaker instrument cluster and 3D-printed suspension parts and a Crystal Glass center console. But it is what Ettore would have done, and it is what makes a Bugatti incomparable and timeless. Without that kind of ambition, you might create a great hyper sports car, but you wouldn’t create an icon Pour l’éternité’.*

The Bugatti Tourbillon now enters its testing phase, with prototypes already on the road in anticipation for customer deliveries in 2026. A total of 250 examples will be built, with a starting price of 3.8m EUR net. Hand-assembly will take place at the Bugatti Atelier in Molsheim, following the final W16-powered Bugatti models, Bolide and W16 Mistral.

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# TECHNICAL SPECIFICATIONS

# Tourbillon

## PERFORMANCE

Power output	1,800 hp
Maximum speed	380 km/h (236 mph) limited 445 km/h (276 mph) with Speed Key
Mass (DIN)	< 1,995 kg
Electric-only range (WLTP)	> 60 km

## ACCELERATION

0 - 100 km/h (62 mph)	2.0 s
0 - 200 km/h (124 mph)	< 5.0 s
0 - 300 km/h (186 mph)	< 10.0 s
0 - 400 km/h (248 mph)	< 25.0 s

## CONSUMPTION AND EMISSIONS

This model is currently not subject to directive 1999/94/EC, as type approval has not yet been granted.

## COMBUSTION ENGINE

Engine configuration	V16 Naturally aspirated
Architecture/Displacement	V90°/8.3 l
Power output	1,000 hp
Maximum torque	900 Nm
Maximum rpm	9,000 rpm

## DIMENSIONS

Length	4,671 mm
Width (with side mirrors)	2,051 mm (2,165 mm)
Height	1,189 mm
Wheelbase	2,740 mm



Further information can be found online in the BUGATTI Newsroom:  
<https://newsroom.bugatti.com/en/>



# TECHNICAL SPECIFICATIONS

# Tourbillon

## TRANSMISSION

Transmission	8 Speed Longitudinal DCT
ELSD	Electronic Limited Slip Differential up to 2,500 Nm
E-Synchro	Higher flexibility in possible gear combination
Cooling	High performance direct oil cooling

## FRONT AXLE

Motor	2x 250 kW dual motor
Maximum torque	3,000 Nm @wheels
Maximum rpm	24,000 rpm PSM eMotor
Inverter	SiC Mosfets Inverter
Drive system	Full torque vectoring

## TRACTION BATTERY

Architecture	800 V
Power output	600+ kW peak
Energy	24.8 kWh gross
Cooling	High performance direct oil cooling

## REAR P2.5 EMOTOR

Motor	250 kW
Maximum torque	240 Nm
Maximum rpm	24,000 rpm PSM eMotor
Inverter	SiC Mosfets Inverter



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## Bugatti Chiron

- The Chiron is the ultimate super sports car
- With the Chiron, Bugatti has made the best even better
- The Chiron is the world's first production sports car with 1,500 HP
- With torque of 1,600 Nm between 2,000 and 6,000 rpm, the Chiron offers maximum performance with outstanding control in all speed ranges
- Maximum speed: 420 km/h, limited for road travel
- Acceleration: from 0 to 100 km/h in 2.4 seconds
- The Chiron is limited to a series of 500 units
- Base price: €2.5 million net (US market US\$2.998 million including shipping, duties, taxes and charges)
- More than 300 vehicles are sold
- 70 customers cars were produced and delivered in 2017
- Unique market position thanks to the unprecedented combination of ultimate performance with exclusive design and comfort
- The Chiron embodies Bugatti's new design language

**Bugatti unveiled the Chiron<sup>1</sup> as a world premiere at the 2016 Geneva International Motor Show. The Chiron is the latest generation of the ultimate super sports car and is a completely new development. The sports car manufacturer from Molsheim, with its long tradition, has taken the unique features of a modern Bugatti to a new level and developed a high-performance machine that has become significantly better in every respect. With a power output of 1,500 HP, unprecedented for production vehicles, an exceptionally high torque value of 1,600 Nm between 2,000 and 6,000 rpm and a wide variety of technical innovations, the Chiron sets new standards in every respect. The Chiron is therefore very well-positioned to become the next world speed record holder and reach a maximum speed significantly above the record currently held by Bugatti. The manufacturer has limited the maximum speed of the new car to 420 km/h for road use. The Chiron is built at the company's headquarters in Molsheim. Only 500 of these exceptional cars are to be produced. The basic price is €2.5 million net. For the US market, a base price of US\$2.998 million, including shipping, duties, taxes and charges, has been set. Currently, orders have been received for more than 300 cars. In 2017, 70 customer vehicles were produced and delivered.**

“It is part of human nature to cross boundaries and set new records – to run 100 m faster than ever before, to fly even further into space and to enter new realms. This striving is also our driving force at Bugatti,” said Wolfgang Dürheimer, former President of Bugatti Automobiles S.A.S., at the presentation of the Chiron. “The Chiron is the result of our efforts to make the best even better.”

With the Chiron, Bugatti had left the dimensions which define the operations of all market players and had established new paradigms that had previously not existed. Bugatti has tested the limits of physics. There is no area where we have not achieved significant improvements.

The Bugatti Chiron is the world's first super sports car to bring 1,500 HP onto the road with a torque of 1.600 Nm at 2,000 to 6,000 rpm with tremendous effectiveness, extremely high safety levels and unprecedented comfort.

This is the result of the legendary and unique eight-litre W16 engine that has been newly developed by Bugatti. In combination with the four new, larger turbochargers that are controlled by the Bugatti two-stage turbocharging, an innovation that Bugatti is introducing, and a large number of other technical refinements and innovations, maximum performance is available constantly and can be easily controlled at all speeds. In its Top Speed mode, the car reaches the maximum speed of 420 km/h, limited for road use – however, this is by no means the end of the road for the Bugatti Chiron.

With the new carbon fibre monocoque, a newly designed adaptive chassis, tyres developed especially for Bugatti and other innovative technologies, the Chiron is not only a champion in terms of maximum acceleration but is, for the first time, also an agile, modern Bugatti with handling that ensures maximum driving pleasure.

The design of the Chiron combines significantly more “beast” with a very high level of “beauty”. The design language introduced by Bugatti with the Chiron has a significantly more aggressive tone and does justice to the character of the new super sports car. The designers have succeeded in reinterpreting Bugatti's DNA with its distinctive features in a modern manifestation at the same time as adding new features resulting from the technical demands of even higher performance. The Chiron remains unmistakably a Bugatti.

The Chiron is the quintessential ultimate super sports car: ultra-modern, incredibly fast, agile and powerful with a stylistically demanding design and the highest possible levels of comfort. This combination is not offered by any other market player and gives Bugatti its unique market position.

Customers' reactions show that Bugatti has hit the mark. Orders have already been received for more than 300 cars.

With the Chiron Bugatti we will not only be providing a key emotional element for the image of the Volkswagen Group but will also be making a positive contribution to Group results.

## **The Chiron in detail**

### **Powertrain**

- Newly developed W16 engine
- Two-stage turbocharging is the outstanding technical feature of the powertrain
- New titanium exhaust system
- The two main catalytic converters are about six times as large as the unit fitted to a medium-sized car
- The active surface of all six catalytic converters used for exhaust gas treatment corresponds to the area of more than 30 soccer pitches
- The transmission has the largest, highest-performance clutch fitted to a passenger car

### **Structure**

- Highly sophisticated monocoque with extremely high rigidity
- First airbag in the world to shoot through a carbon fibre housing
- Carbon fibre body is an example of sophisticated craftsmanship

### **Chassis**

- For the first time, Bugatti has developed an adaptive chassis – for significantly greater agility and driving comfort
- New high-performance tyres tested at aerospace facilities
- Newly developed high-performance brakes with Formula One technical modules
- New adaptive chassis with five driving programs

### **Aerodynamics**

- Intelligent air intake management significantly improves aerodynamic properties as well as enhancing vehicle cooling
- Newly developed heat shield for very-high-efficiency brake cooling
- Active aerodynamics system is a unique combination of performance-defining features
- Highest-performance, most intelligent cooling system in sports car sector

### **Electrical systems and electronics**

- The world's most intelligent super sports car with a high degree of future orientation
- The flattest full-LED projector headlamps in the automobile sector
- Newly developed adaptive instrument cluster
- Central console with highly sophisticated design
- High-performance high-end sound system makes the Chiron the world's fastest concert hall
- Further development of telemetry system for even more service and customer benefits
- Electromagnetic compatibility comparable to that of a military vehicle

## **Design: new Bugatti design language: Form follows Performance**

### **Exterior**

- Design features have a technical background
- Expertly handcrafted trim skilfully sets the scene for the side line
- Newly developed rear end with innovative rear light creates the distinctive signature of the Chiron
- Significantly more “beast” combined with a high level of “beauty”
- 100 percent authentic materials
- Newly designed front emblem crafted from solid 970 fine silver and enamel

### **Interior**

- Illuminated C-bar in the interior is the longest light conductor in the automobile industry
- The focus is on the pilot
- Everything within reach and perfectly controllable

### **Overall vehicle development**

- Development and test programme of unprecedented complexity in the super sports car sector
- The Chiron meets the most exacting quality requirements

### **Highly advanced technologies and innovative solutions make for a superlative super sports car**

How can you develop a new super sports car if you have already built the best? This was the steep challenge faced by Bugatti engineers in the development of the Chiron. The development brief for the new Bugatti was short and sweet – make the best significantly better in every respect.

Willi Netuschil, Board of Management Member and Head of Development at Bugatti, describes the technical approach: “Where other manufacturers stop, Bugatti goes a step further. We probe the limits. In our development work, we use all the technologies that are available, without any restrictions. Our aim is to be the best in the final resort.”

### **Powertrain**

#### *Newly developed W16 engine*

1,500 HP was the power target for the Chiron. To achieve this objective, the eight-litre W16 engine which is already well-known to customers and fans was completely redesigned. To achieve a power boost of 25 percent compared with the predecessor, almost every component of the engine was considered and redesigned. To compensate for the weight increase caused by the high power output, greater use is made of lightweight materials such as titanium and carbon fibre. For example, the intake tube, the charge air system and the chain housing are all made of carbon fibre. The weight of the new crankshaft has also been optimised.

The key factors in the increased power output are higher-performance turbochargers and duplex fuel injection with 32 injectors. In addition, the charge air cooling system has been improved. As a result, more than 60,000 litres of air per minute are pumped through the engine. The coolant pump is also a very high-performance unit. In one minute, it circulates 800 litres of water through the entire engine.

*Two-stage turbocharging is the outstanding technical feature of the powertrain*

The engine is fitted with four larger (69 percent larger than on the Veyron 16.4) higher-performance turbochargers. They are operated in a two-stage configuration. The two-stage turbocharging system developed by Bugatti especially for this car is the outstanding technical feature of the Chiron powertrain. To ensure maximum acceleration from a standstill without the “turbo lag” feared by sports car drivers, the Chiron moves off the mark with only two turbochargers in operation. The other two units are only activated at about 3,800 rpm. As a result, the two-stage turbocharging delivers an absolutely linear power curve from 2,000 rpm, huge torque in the low engine speed range and a power output that can be controlled and dosed rather well.

*New titanium exhaust system / the main catalytic converters are about six times as large as the unit fitted to a medium-sized car*

Another feature that boosts the power output is the new titanium exhaust system with reduced exhaust gas back pressure. The system is fully insulated and equipped with four pre-converters and two main catalytic converters which are considerably larger than their predecessors. The main converters are about six times as large as the unit fitted to a medium-sized car. The total active surface of the six converters used for exhaust gas treatment is about 230,266 m<sup>2</sup>, corresponding to the area of more than 30 soccer fields. From the catalytic converters, the exhaust gas is fed to a silencer which is extremely light compared with similar units, weighing only 20 kg. While other manufacturers use stainless steel, the silencer of the Chiron is made from titanium. The exhaust system is rounded off by six tailpipes, with four routed to the rear and two pointing downwards.

*The transmission has the largest, highest-performance clutch fitted to a passenger car*

The powertrain features a front-axle differential with integrated inter-axle lock and a rear-axle differential with integrated inter-wheel lock and a seven-speed dual-clutch gearbox designed for a torque of 1,600 Nm. This gearbox developed especially by Bugatti has the largest, highest-performance clutch used on a passenger car. It goes almost without saying that the Chiron has permanent four-wheel drive.

## Structure

### *Highly sophisticated monocoque with extremely high rigidity*

The monocoque of the Chiron is made entirely from carbon fibre and is designed for crash protection. This newly developed unit is the technically most sophisticated monocoque in its class. For the first time, the rear end of the car is also made from carbon fibre. All in all, some 320 square metres of carbon material are required for a monocoque. If all the individual fibres of this material were laid out end to end, they would stretch nine times the distance between the earth and the moon. The production of a monocoque takes 4 weeks and requires 500 man-hours.

Thanks to the use of high-performance high-tech materials, the structure of the Chiron at the rear end is 8 kg lighter than that of its predecessor. The structure is completed by a carbon fibre underbody manufactured by an innovative sandwich procedure. The sandwich construction, combined with optimised material use, results in a weight saving of 8 kg compared with conventional construction. The structure of a sports car is not only the decisive factor in its weight but also in its rigidity. The Chiron reaches a torsional rigidity of 50,000 Nm per degree and a flexural rigidity of about 0.25 mm per tonne. These are sensationally good values comparable to those of LMP1 racing cars.

### *First airbag in the world to shoot through a carbon fibre housing*

The new design of the Chiron also meets all the latest worldwide safety standards. The Chiron boasts the most advanced airbag technology available, with a total of six airbags. Thanks to Bugatti's outstanding expertise in airbag design, it proved possible to develop an airbag that shoots through a carbon fibre housing. This is the case with the dashboard on the passenger's side and the seat housings.

### *Carbon fibre body is an example of sophisticated craftsmanship*

The outer skin of the Chiron is made entirely from carbon fibre with perfectly aligned fibres flowing across the boundaries of neighbouring components without any optical interruption. This alignment, which is the result of skilful handcrafting and uncompromising attention to detail, makes the super sports car a real eyecatcher. Only the highest-quality carbon fibre fabric is used for visible carbon surfaces and six layers of clear coat are applied to ensure a perfect surface. Only Bugatti is so painstaking in this area.

In addition, some parts of the body require extremely complex production processes, such as the rear compartment lid or the wings. These do not have any edges or gaps but only fantastic reflections, which also applies to the side. Bugatti has succeeded in developing a body part that extends from the A-pillar to the rear in a single piece – an extremely sophisticated part that is simply beautiful to look at.

Last but not least, the new structure of the Chiron allows an optimised package and even more comfort. For the first time, it is possible to stow a suitcase with the size of a cabin trolley approved for air travel (44 litres) in the luggage space of a Bugatti. To provide this



space, the radiator is installed in an inclined position, which also allows a larger cooling surface.

## **Chassis**

*For the first time, Bugatti has developed an adaptive chassis – for significantly greater agility and driving comfort*

Bugatti has developed an adaptive chassis for the Chiron. This provides an extremely dynamic driving experience, very direct response, considerably more agility, precise steering response, fast cornering and outstanding roadholding even at high cornering speeds – in other words, the driver has maximum driving pleasure in a very comfortable overall package.

The chassis design and power output of the Chiron ensure extreme controllability even when driven at the limit. The responses of steering, brakes and the accelerator pedal are direct and directional stability is outstanding.

### *New high-performance tyres tested at aerospace facilities*

These advantages are the result of a number of different factors such as the electric steering system, the redesigned front and rear axles and a suspension with newly developed chassis bushings that are bolted directly to the new monocoque, ensuring optimum reactions to driver input.

The Chiron is shod with entirely new high-performance tyres, once again developed by Bugatti together with its strategic tyre partner Michelin. As with the Chiron as a whole there are no compromises in the case of the tyres. They must transfer maximum torque of up to 5,000 Nm per wheel safely to the road and develop unprecedentedly high lateral guidance for the high-performance coupe. In addition, they need to be comfortable in city traffic and roll reliably at high speed. The tremendous forces on the tyre at a speed of 400 km/h show what is needed. Each single gram of rubber is exposed to centrifugal force of 3,800 g, the result of acceleration some 3,800 times the force of gravity.

The tyres, size 285 / 30 R20 at the front and 355 / 25 R21 at the rear, have a larger contact surface (+14% at the front, +12% at the rear) and therefore greater potential in decisive driving situations with significant improvements in braking behaviour, acceleration, grip on wet and dry roads, noise levels, mechanical comfort and handling at the limits.

The extraordinarily high quality of the new Michelin tyres gave the Bugatti experts greater leeway for designing the driving performance of this exceptional sports car. This leeway was used for the development of the new driving dynamics systems. The innovative all-wheel drive system with torque vectoring function via an electronically controlled inter-wheel differential lock ensures strong grip even with high tyre distortion angles.

The tyres of the Chiron meet extreme requirements, which is why they are tested on aerospace industry test rigs.

Last but not least, customers will be pleased to note that the tyres of the Chiron are easier to install and allow lower operating expenses.

### *Newly developed high-performance brakes with Formula One technical modules*

The world's fastest production super sports car needs the best brakes in the world. Bugatti uses special carbon ceramic brake discs made from carbon silicon carbide (CSiC). This material makes the brake disk lighter at the same time as giving it greater improved corrosion resistance, performance and durability. In addition, the front and rear brake discs of the Chiron have a diameter which is 20 mm larger and have become 2 mm thicker, resulting in more effective heat dissipation by the brake discs and improved performance on the track.

The brake calipers have been entirely newly designed. They are forged from an aluminium part and then milled using bionic principles. In other words, the design is based on structures found in nature. The new architecture allows minimum weight to be combined with maximum rigidity for direct response and very easy dosing of the brakes. Thanks to the new asymmetrical design, the brake caliper can dissipate an extraordinary amount of braking energy. It also looks like a small work of art.

The front-axle brake calipers are each fitted with eight titanium pistons, with six titanium pistons on each caliper of the rear axle. As a special feature of the Bugatti brakes, pistons of different diameters are fitted to each caliper. This configuration ensures even pressure distribution over the entire surface of the brake pad, preventing irregular wear. This is complex racing technology that Bugatti has fitted to a production vehicle.

### *New adaptive chassis with five driving programs*

The adaptive chassis of the Bugatti Chiron has five different driving programs: Lift, EB, Autobahn, Handling und Top Speed. This new control strategy was necessary as a result of the extremely high power output and especially the huge maximum torque of the Chiron, which is available over 70 percent of the entire engine speed range. The main actuators used in the individual driving programs are the chassis height adjustment, the electronically controlled shock absorbers, the electronically controlled power assisted steering, the four-wheel drive with "easy to drift" feature, the electronically controlled rear differential, the aerodynamic control system and the stability and brake control system. All these actuators ensure that the super sports car is ideally adjusted for the driving mode which has been selected.

The "Lift" mode is used if the vehicle is to be loaded on a trailer or driven over speed bumps and entries. When a speed of 50 km an hour is reached, the vehicle automatically switches to the base EB "Auto" mode for comfortable and agile driving. In this mode, the chassis height and shock absorbers are automatically controlled as a function of speed and road conditions.

If the Chiron is driven faster than 180 km/h, the "Autobahn" mode is automatically activated. In this case, the shock absorber settings are automatically adjusted for comfortable, stable handling at higher speeds on highways. In the "Handling" mode, all systems are set for maximum agility and performance. This mode is recommended for driving on race circuits. The modes Lift, EB, Autobahn and Handling can be activated individually using a rotary switch on the steering wheel. The maximum speed in the "EB", "Autobahn" and "Handling" modes is 380 km/h.

To reach higher speeds, the driver can activate the "Top Speed" mode, which allows speeds of up to 420 km/h and is activated by a second, separate ignition key. The so-called Speed

Key is also a feature of the Veyron and is used by Bugatti to underline the special nature of driving up to top speed. By turning this key, the driver consciously opts for this mode, which is then only enabled by the vehicle if all the relevant systems give the green light. "Safety first" remains Bugatti's motto.

## **Aerodynamics**

*Intelligent air intake management significantly improves aerodynamic properties as well as enhancing vehicle cooling*

Aerodynamics and cooling are extremely important, especially in the super sports car sector. The Chiron is a largely enclosed vehicle designed to obtain the best possible aerodynamic properties. For this reason, air flow through the vehicle for cooling presents an enormous challenge. This internal combustion engine with a power output of 1,500 HP can generate more than 3,000 HP of heat which needs to be dissipated.

The air intake management system of the Chiron is a highly sophisticated system that represents an engineering masterpiece. In order to ensure lower drag, the effective drag area was reduced and designed in such a way that turbulence as a result of rotating wheels is avoided. The remaining exposed area at the front of the vehicle is used in a targeted way to guide the oncoming air through and around the car. Components which play a key role here are the air curtain, the aerodynamic front splitter, the front air intakes for the cooling of brakes, water and air conditioning, the air intakes of the oil cooler and the engine air inlets on the sides as well as the continuous trailing edge on the rear of the vehicle.

*Newly developed heat shield for very-high-efficiency brake cooling*

Three air inflows on each side of the car are used for brake cooling, guiding cooling air through the wheel rim. For this purpose, Bugatti has developed an extremely sophisticated heat shield, for which a patent application has been filed. This shield guides hot air through the brakes to the exterior, providing extremely effective brake cooling.

The level underbody of the Chiron is equipped with special air guides in the form of rails, called strakes, and active front diffusers. Air outlets for the main radiator are also installed at the front. In the central section of the underbody, NACA ducts scoop air into the interior to cool the powertrain; other air intakes at the rear provide cooling for the rear brakes.

*Active aerodynamics system is a unique combination of performance-defining features*

Apart from the passive aerodynamic features already mentioned, the Chiron also has an active aerodynamics system. This is a uniquely sophisticated combination of performance-defining features including the hydraulic diffuser flap with optimised geometry on the front axle to ensure lower drag and improved brake cooling, the adaptive chassis which allows different ground clearances to be set and the active air brake.

The adaptive rear wing of the Chiron is unique. It is 39 percent wider than the rear wing of the Veyron and can now operate in four positions – completely retracted, slightly extended (the position for the Top Speed mode), completely extended (for the Handling and Autobahn

modes, with appropriately adapted angles) and also tilted forwards in the air brake position. The level and angle of the wing are adjusted fully automatically in line with the driving situation. The highly efficient design of the rear wing means that an additional spoiler is not required, resulting in lower drag and weight savings.

#### *Highest-performance, most intelligent cooling system in sports car sector*

The Chiron is equipped with two cooling water loops, a high-temperature loop for engine cooling and a low-temperature loop for charge air cooling. The high-temperature loop features one main and two auxiliary radiators with 37 litres of cooling water which are pumped through the entire cooling loop in about three seconds. The low-temperature loop designed by Bugatti to ensure outstanding everyday practicality for its super sports cars is equipped with one radiator and has a water volume of 12 litres. This loop prevents the charge air from overheating in stop-and-go driving and urban traffic.

If the three coolers for engine oil, transmission oil and rear axle differential oil are included, together with the two water/air heat exchangers and the hydraulic oil cooler, the cooling system of the Chiron has a total of 10 radiators and is the most sophisticated and highest-performance cooling system installed on a sports car.

### **Electrical systems and electronics**

#### *The world's most intelligent super sports car with a high degree of future orientation*

The Chiron is the world's most intelligent production super sports car. It creates ideal conditions for the driver to concentrate fully on piloting a high-performance vehicle and enjoying his emotions without any distractions whatsoever. No fewer than 50 controllers manage the engine and transmission, the chassis components, the air conditioning and comfort functions. And of course, all these systems continue to perform reliably even at speeds significantly over 400 km/h. Eight controllers are responsible for the driving mode selector alone. In only 10 milliseconds, they process and verify every command from the driver.

Bugatti has paid more attention to the future viability of the new Chiron than almost any other carmaker. In order to ensure that a Bugatti remains compatible for many years with peripheral hardware and software which is continuously being developed, the processors fitted to certain controllers feature additional capacity for later programming. A firm foundation has been laid for subsequent expansion, especially in connection with telemetry and connectivity functions.

New developments on the Chiron include the complex LED lighting system, the infotainment system with instrument cluster and the air conditioning control unit. To implement special lighting scenarios such as the welcome ceremony, the vehicle lighting system is designed for individual digital control.

### *The flattest full-LED projector headlamps in the automobile sector*

To accentuate the unique “eight-eye” design of the front end, Bugatti has equipped the Chiron with the flattest full-LED projector headlamps ever fitted to a car, with a height of only 90 mm. Each headlamp has its own controller to operate the LEDs installed behind the main lenses which are mounted on delicate aluminium arms. The eight outer lighting squares consist of light conductors providing sidelight and daytime running light functions. Even in the case of the headlamps, Bugatti has not attempted to save high-quality materials, using carbon fibre for the light trims.

### *Newly developed adaptive instrument cluster*

The instrument cluster in the cockpit is also a completely new development by Bugatti. The cluster, installed in an aluminium housing, consists of three compact displays surrounding the analogue speedometer. High-resolution TFT displays are positioned to the left and right of the speedometer with a smaller flat IPS display located below. The technical documentation of the instrument cluster functions alone runs to some 1,500 pages. The high-resolution graphics are extremely sharp. The principle is that the driver should be offered only the information that is necessary in view of the driving mode that is active. The faster the Chiron is driven, the simpler the presentation becomes. For example, infotainment data are hidden and the main focus is on the driving data that the driver actually needs to explore the full potential of this super sports car – safely and extremely enjoyably.

### *Central console with highly sophisticated design*

The Chiron is home to what is probably the most aesthetically pleasing and narrowest central console used in the automobile sector. The console features the selector lever and four round air conditioning switches with indicators under glass hoods which can easily be seen not only from the driver’s seat but also by the passenger. On the first control level, the four rotary switches operate the air distribution, blower, temperature and seat heating functions. But that is not all. In line with the principle that a huge variety of functions should be presented in a way which is clear and allows intuitive operation, the second level of each indicator provides additional functions for the monitoring of driving performance data, also allowing individual programming, if the driver so desires. There are four different settings for the definition of different functions: the Icon mode, the Performance mode, the Cruise mode and the Classic mode.

### *High-performance high-end sound system makes the Chiron the world’s fastest concert hall*

The audio system installed on the Chiron is simply sensational. Developed exclusively for Bugatti by the “accuton” brand, well-known for its high-end equipment, this is the most luxurious sound system available on a super sports car. Audio system connoisseurs will appreciate the use of a one-carat diamond membrane in each of the four tweeters, delivering a crystal-clear sound. In addition, the world’s first mid-range speaker with two separate membrane zones is fitted to the Chiron. In combination with other sophisticated features, the result is a sound platform that makes the Chiron the world’s fastest concert hall. It is almost unsurprising that the system can even be adjusted for different interior materials. It is even

possible to take different types of leather into consideration. In the final resort, the occupants of a Chiron experience music not as if they were in front of the stage but as if they were sitting in the midst of the orchestra.

#### *Further development of telemetry system for even more service and customer benefits*

Among the equipment elements which are highly appreciated, Bugatti owners emphasise the telemetry function of their vehicles. For the new Chiron, the performance of this function has been significantly enhanced. To date, Bugatti technicians have been able to call up vehicle condition data at the request of the customer. With the telemetry system implemented on the new model, they will be able to carry out detailed preliminary investigations via the channels of the controllers. This can be important in order to make a precise assessment of any irregularities and the urgency of remedial action. In addition to the fast UMTS data transmission standard, the Chiron is also equipped with WLAN (Wifi). For example, this allows drivers to keep a diary of their trips with the super sports car.

#### *Electromagnetic compatibility comparable to that of a military vehicle*

In line with the heightened security requirements of Bugatti customers, the Chiron also features an extremely high level of electromagnetic compatibility. Here too, the Bugatti engineers did not accept any compromises; to be absolutely sure, they had additional tests carried out on the Chiron in accordance with the applicable military standard.

### **New Bugatti design language: Form follows Performance**

The Chiron is the most modern interpretation of Bugatti's brand DNA. It embodies the new design language of the luxury brand with its long tradition. The styling accentuates the performance aspect of the super sports car much more strongly. The motto adopted by the Bugatti designers for the Chiron was "Form follows Performance".

Achim Anscheidt, Director of Design at Bugatti, describes his task as follows: "In view of our extraordinary brand and the task in hand, it would not be adequate to simply draw a few fashionable lines. In terms of design, the Chiron was an opportunity to develop most of the basic elements required for an unambiguous stylistic concept from the extreme technical requirements of the vehicle with a view to underlining the performance of this unique super sports car."

"This principle of form following performance defines the Chiron as an authentic technical product and a fascinating automobile sculpture," Anscheidt adds. "Both for our customers and for us as designers, it is important for a Bugatti to have a certain stylistic longevity so that it is still perceived as precious in 10 or even 50 years."

## Exterior

The new design language is characterised by extremely generous surfaces, which are demarcated by pronounced lines in the case of the Chiron. The accentuated lines of the Chiron were inspired by the legendary Bugatti Type 57SC Atlantic, the most famous creation of Jean Bugatti, design genius and son of the founder Ettore.

### *Design features have a technical background*

The most distinctive design features of the Chiron are the Bugatti horseshoe with the eight-eyed front end, the C-bar on the side (also known as the “Bugatti line”), which is also used as a design element in the interior, the central fin as a reminiscence of the central seam on the Bugatti Atlantic, which extends over the entire vehicle to the rear, and the redesigned rear end with the newly developed rear light, which is unique in the automobile industry and gives the Chiron its distinctive Bugatti signature.

Most of these elements have a technical background and have been designed to fully accentuate the growing performance requirements of the Chiron.

The Chiron is higher and wider than its predecessor, which allows for more space, especially in the footwell, and improved ergonomics. The headroom has been increased by 12 mm.

The wider front end of the vehicle is highlighted by the new eight-eye face. Apart from the lamp housings, the front end features a highly effective air inlet for the cooling of the front wheels and brakes and therefore performs an important aerodynamic function.

### *Expertly handcrafted trim skilfully sets the scene for the side line*

That also applies to the Bugatti line, which not only emphatically defines the sides of the exterior but is also conspicuous in the interior. The exterior line impressively reflects Bugatti’s design ethos which ideally calls for shapes and lines to be derived from technical requirements. This is not only a beautiful styling line. Its positioning was defined by the need to improve engine ventilation and ventilation performance in general at this point. Behind the A-pillar a very useful fresh air flow enters the vehicle at the level of the window. The air is absorbed by the C-bar, guided through to the wheel arch and leaves the car via the rear.

A trim strip with a length of 2.80 metres effectively sets the scene for the side line. This strip is made from a special aluminium alloy with hand polishing to ensure a high gloss. If the customer so wishes, the strip is available in a number of different colours. It is embedded both in the side and in the door. The interaction of an aluminium trim strip of this size and shape and the carbon fibre outer skin poses a special challenge, which Bugatti has mastered impressively. This detail alone already demonstrates Bugatti’s ability to facilitate the impossible.

### *Newly developed rear end with innovative rear light creates the distinctive signature of the Chiron*

The rear with its all-round trailing edge is the clearest example of form following performance in the design of the Chiron. The rear is shaped to ensure lower drag and to meet the

requirements posed by the high power output, the new top speed and heat dissipation from the rear end. The suction effect behind the rear end allows the extraction of hot air collecting in the engine compartment.

Although this rear design is not entirely new in the sports car sector, the combined rear, brake, reversing and indicator light certainly is. The designers developed this homogeneous light strip with a length of 1.60 metres extending over the entire rear without any interruptions with a view to making a purist statement emphasising the width of the Chiron. The rear light strip is the unmistakable signature and unique feature of this Bugatti. The Chiron is the first and only production car to feature a rear light of this type. The light strip is only a few millimetres high and is surrounded by a bar machined from solid aluminium. 82 Super RED LED lamps ensure that all road-users can immediately see that a Bugatti Chiron is driving ahead of them.

### *Significantly more “beast” combined with a high level of “beauty”*

The lines of the new car show that the balance between “beauty” and “beast” needed in a modern Bugatti has been significantly shifted in the direction of aggression in the case of the new Chiron. This can be seen from the considerably more dynamic sideline, the central fin that gives an impression of acceleration, the elongated rear wings and the more dynamic angle of attack.

A two-tone colour scheme is a classic element in Bugatti’s design DNA. However, the boundary between the two colours does not run across components in the case of the Chiron but follows the edges of components in a highly technical way. In the past, more than 50 percent of Veyron customers chose a two-tone colour scheme for their car. Similar developments are expected in the case of the Chiron although the new model will still look extremely seductive and impressive in a single-tone scheme.

At a standstill, the Chiron already has emphatic proportions, not least as a result of its larger wheels.

The fact that the vehicle is wider also enhances the volume of the powerful wings, allowing the Chiron to flex its muscles. This impression is enhanced by the fact that the doors ahead of the rear wings closely follow the shoulders like a bespoke suit.

The rear spoiler (the “air brake”) emphatically accentuates the unparalleled performance generated by the rear-mounted powerplant of the Bugatti. The air brake extends over the full width of the vehicle, making a statement that is both stylistic and technical.

### *100 percent authentic materials*

Bugatti continues to practise its philosophy of “What you see is what you get“ consistently with the Chiron. This vehicle is constructed in every respect from authentic materials. Parts that look like carbon fibre, aluminium or leather are really made from these materials. All the exterior trim parts, wherever they are installed, are made from aluminium of consistently high grades and quality with an anodised effect. The horseshoe at the front is made from a single part, with the degree of deformation of the edges reaching the limits of technical feasibility.



On average, the thickness of the material is no more than 1.5 mm. A special, hand-polished alloy is used to obtain a high gloss finish.

The grille inside the horseshoe also explores the limits of feasibility. The lightweight aluminium structure used for the grille of the Chiron has a 3-D effect providing optical depth. However, the grille not only looks good but also has extremely high impact strength as a result of its complex multi-stage production process.

#### *Newly designed front emblem crafted from solid 970 fine silver and enamel*

The front emblem on the radiator grille, also known as the Bugatti “Macaron“, is a real gem. This symbol is a completely new design which is one third larger than its predecessor. The Bugatti oval is the only component of the Chiron that has not been subjected to the painstaking weight saving programme that is normal practice in the development of a super sports car. This part is allowed to be heavy. The eyecatcher, with a circumference of 26 cm, consists of solid 970 fine silver and enamel and has a total weight of 155 g, including 140 g of silver. Previously, the emblem had 2-D optics, with an art deco logo and a hint of shadow, following examples from the 1920s. The new emblem is a 3-D design creating the effect of letters hovering over the red enamel. This decorative component can only be produced by a handcrafting process that is extremely complex and time-consuming. In all, five layers of enamel are applied in individual processes, followed by baking and hand polishing. Ettore Bugatti, whose motto was “nothing is too beautiful and nothing is too expensive,” would certainly have taken pleasure in this example of sheer craftsmanship.

## **Interior**

#### *Illuminated C-bar in the interior is the longest light conductor in the automobile industry*

The interior reflects the stylistic themes of the exterior including the central fin inspired by the Bugatti Atlantic. This approach ensures a symmetrical layout in the interior.

At the same time, the design theme of the Bugatti line is expressed most strongly in the interior of the vehicle. The open oval based on a stylised “C”, the initial of Louis Chiron’s signature, is already a dominant element in the side view of the super sports car and is also taken up in the passenger compartment as a separating line between the symmetrical units for the driver and passenger. The C-shaped light strip emerges from the front bonnet into the passenger compartment as a raised graphic element and merges seamlessly into the dashboard. From here, it flows over the armrest between the seats to the back wall where it rises to the roof liner; at the front, it ends at the rear-view mirror. The homogeneously lit, dimmable light bar is the longest light conductor used in automobiles. This is not the only superlative as it has a surround that is machined from a single piece of aluminium in a complex process and is an eyecatcher in itself.

#### *The focus is on the pilot*

The cockpit layout of the Bugatti Chiron consistently follows functional requirements. In order to keep the central console as slim as possible and to allow a spacious impression, the

climate control and infotainment systems have been separated. The units on the central console have independent displays. The selector for the seven-speed dual-clutch gearbox is located in the perfect ergonomic position within easy reach of the driver's hand. It is produced from the most exclusive materials available and all aluminium parts are milled from solid material. Bugatti is the only carmaker to use anodised aluminium for its controls and to ensure that each individual graphic symbol is illuminated.

Bugatti pilots have all the driving dynamics information they need within their field of vision. The instruments visible through the steering wheel with its central horseshoe emblem include the analogue speedometer, the two supplementary digital displays, with the mechanical speed indicator standing out as a result of its exclusive quality. The speedometer runs up to the magic figure of 500 km/h (310 mph) and is a feast for the eyes with the exclusive appearance of a precious Swiss watch.

### *Everything within reach and perfectly controllable*

The steering wheel is a classic example of the perfect combination of form and function. With an entirely new design, the steering wheel is the pilot's control centre. There is no need to take a hand off the steering wheel in order to operate any essential systems. Two multi-function buttons installed on the left and right sides of the inner rim allow the driver to control all the multimedia features of the car, including navigation, telephone, sound system and many other functions. Below the multi-function button, there is a rotary switch for selecting various driving modes on the left-hand side and the starter button on the right-hand side. At the bottom of the wheel, the driver finds a button to activate the launch control function, allowing the Chiron to deploy maximum torque for standing starts and acceleration, leaving all other vehicles behind.

Chiron buyers can choose between a full-leather steering wheel or a unit with a combination of leather and carbon fibre. Bugatti is following the wishes of its customers by making very generous use of high-grade carbon fibre material in the interior of the vehicle. The perfectly harmonised material split between leather and carbon fibre creates a luxurious environment commensurate with a technically sophisticated super sports car. At the start of discussions with customers concerning the configuration of their dream car, Bugatti already offers 31 colours for leather and eight colours for alcantara. If customers have special wishes concerning colours or materials, which is rather the rule than the exception at Bugatti, the designers and engineers will do everything in their power to take these into consideration if possible in view of the stringent quality and safety requirements that apply. For a Bugatti, only exclusive materials with the best possible quality of workmanship can be used. It goes without saying that every interior is tailor-made for the individual customer and hand-crafted.

A good seating position and optimum seat comfort are especially important in a super sports car. Three types of seat are available for the Chiron. The standard version boasts outstanding seating comfort thanks to its sophisticated upholstery, special seam pattern and the optimum distribution of seat pressure. Electric adjustment functions make for relaxed, ergonomic sitting. This is enhanced by the possibility of manual fore and aft adjustment. The side pads of the seat provide outstanding lateral support. Apart from this all-rounder, Bugatti also offers a sports seat with belt openings made from high-grade polished aluminium for four-point belts and a comfort seat with lumbar support, electric fore and aft adjustment and a memory function.

The shelf and stowage concept underlines the Chiron's claim to be not only a high-performance vehicle but a sports car that is both luxurious and comfortable and stands out from other market players. With open and closed stowage compartments in the doors, which are all equipped with dimmable lighting, the driver can choose between a considerable variety of stowage possibilities. Smartphones can be positioned on the central console where they are directly accessible. The cooled glove compartment provides even greater comfort. Suit bags or jackets can be hung up on two high-quality hooks behind the seats.

The engineers have even created special stowage spaces for the two ignition keys. The main key for the operation of the super sports car in driving modes up to a speed of 380 km/h has a keyless go function and locks into a position to the right of the steering wheel in order to ensure safe stowage even during very sportive driving. The main key of the Chiron is an elegant, exclusive unit that lies comfortably in the driver's hand. It is fabricated from aluminium and is covered in leather with decorative seams adapted to the interior equipment of the individual vehicle. The front of the key features the Bugatti logo, handcrafted from silver and enamel in the same workshop that makes the radiator emblem.

The famed Bugatti Speed Key has a design appropriate to its name. The key housing is milled from aluminium, polished to a high gloss and boasts the unmistakable blue lettering of the Chiron.

The Speed Key has its own stowage location, held in place by an invisible magnet on the switch strip to the left of the driver's seat. It is therefore immediately visible when the driver enters the vehicle.

## **Overall vehicle development**

### *Development and test programme of unprecedented complexity in the super sports car sector*

No other super sports car of this calibre completes such an exacting and complex test program as the Chiron. The process starts with design sketches and 1:1 clay models. These are followed by geometrical drawings showing all interior and exterior surfaces visible to the customers and taking into consideration all technical and aesthetic requirements and then by digital mock-models, until prototypes and pre-series vehicles are built. At each stage in the process, the Chiron is subjected to a large number of tests, checks and correction loops of the type which are normally only used in the development of mass-produced models.

More than 30 test vehicles were or still are in use, including six vehicles alone used to ensure compliance with worldwide safety standards and legislation. Two quality and type-testing vehicles are also on the roads. No fewer than 10 pre-series vehicles were built to lay the foundations for the perfect start of series production, which took place in the late autumn of 2016.

The Chiron has spent more than 300 hours in the wind tunnel, completed more than 900,000 test kilometres and used up more than 200 sets of tyres.

Apart from comprehensive simulations, the Chiron has completed a large number of tests on test rigs. Some of these, including the engine test bench, had to be redesigned and built especially for the Chiron as existing facilities were inadequate to simulate the loads on a 1,500 HP unit or were simply too small for the new W16 engine. In addition, the Chiron was

tested on test rigs operated by the aerospace industry or the armed forces as only these test facilities were adequate for reaching and verifying the performance data that were aimed for.

### *The Chiron meets the most exacting quality requirements*

The quality inspectors of the Volkswagen Group will not grant the Chiron any exceptions whatsoever as a result of the small numbers to be produced. Like any other modern Volkswagen Group model, the Chiron must face the most stringent quality requirements possible. As a result, Chiron owners can look forward to a production super sports car of the very highest quality.

<sup>1</sup> Fuel consumption, l/100km: urban 35.2 /extra urban 15.2 /combined 22.5; CO<sub>2</sub> emissions (combined), g/km: 516; efficiency class: G

**Note:** You can access the digital press kit for the Chiron including images without a password at this link: [www.bugatti.com/chiron-mediakit](http://www.bugatti.com/chiron-mediakit)

Bugatti Media Lounge: [www.bugatti.com/medialounge](http://www.bugatti.com/medialounge). Registration is required before using the Media Lounge for the first time.

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# BUGATTI CHIRON

## TECHNICAL SPECIFICATIONS

### GENERAL INFORMATION

LENGTH	4,544 MM
WIDTH	2,038 MM
HEIGHT (NORMAL SETTING)	1,212 MM
WHEELBASE	2,711 MM
TRACK WIDTH FRONT / REAR	1,749 MM / 1,661 MM
WEIGHT	1,995 KG (DIN EMPTY)
FUEL CAPACITY	100 L

### POWERTRAIN

ENGINE CONFIGURATION/ NUMBER OF CYLINDERS	W16
DISPLACEMENT	7,993 CM <sup>3</sup>
VALVES PER CYLINDER	4
TURBOCHARGING	4 TURBOCHARGERS WITH BUGATTI 2-STAGE TURBOCHARGING, INTERCOOLING (WATER/AIR)
POWER OUTPUT	1,103 KW / 1,500 HP AT 6,700 RPM
MAX. TORQUE	1,600 NM (2,000 TO 6,000 RPM)
TRANSMISSION	7-SPEED DSG DUAL-CLUTCH GEARBOX
DRIVE SYSTEM	PERMANENT ALL-WHEEL DRIVE
POWER DISTRIBUTION, FRONT	FRONT-AXLE CONTROLLED LONGITUDINAL DIFFERENTIAL, TYPE >BORGWARNER<
POWER DISTRIBUTION, REAR	REAR-AXLE DIFFERENTIAL WITH CONTROLLED INTER-WHEEL LOCK

### RUNNING GEAR

SUSPENSION	DOUBLE-WISHBONE, FRONT AND REAR
WHEELS, FRONT	10J X 20 ET55
WHEELS, REAR	13.5J X 21 ET71.5
TYRES, FRONT	285 / 30 R20 ZR (Y) – BG
TYRES, REAR	355 / 25 R21 ZR (Y) – BG
INFLATION PRESSURE, FRONT	2.8 BAR (3.0 BAR TOP SPEED)
INFLATION PRESSURE, REAR	2.8 BAR (3.0 BAR TOP SPEED)
DRIVING PROGRAMS	LIFT, EB, AUTOBAHN, HANDLING, TOP SPEED / CONTROLLED COMPONENTS: STEERING, SHOCK ABSORBERS, ESC, ASR, INTER-WHEEL LOCK (DEPENDING ON MODE AND SPEED)

### GROUND CLEARANCE

LIFT (TRANSPORT)	125 MM FRONT / 125 MM REAR
EB	115 MM FRONT / 116 MM REAR
AUTOBAHN	95 MM FRONT / 115 MM REAR
HANDLING	95 MM FRONT / 115 MM REAR
TOP SPEED	80 MM FRONT / 85 MM REAR

### BRAKES

DIAMETERS FRONT BRAKE DISCS	420 MM
DIAMETERS REAR BRAKE DISCS	400 MM
NUMBER OF BRAKE PISTONS (PER CALIPER)	FRONT 8 / REAR 6

### PERFORMANCE

MAXIMUM SPEED TOP SPEED MODE	420 KM/H (261 MPH) (LIMITED FOR ROAD USE)
MAXIMUM SPEED EB / AUTOBAHN / HANDLING MODES	380 KM/H (236 MPH) (LIMITED)

ACCELERATION	0 – 100 KM/H (62 MPH) 2.4 SEC
	0 – 200 KM/H (124 MPH) 6.1 SEC
	0 – 300 KM/H (186 MPH) 13.1 SEC
	0 – 400 KM/H (249 MPH) 32.6 SEC

ACCELERATION AND BRAKING	0 – 100 – 0 KM/H 4.93 SEC
	0 – 200 – 0 KM/H 10.78 SEC
	0 – 300 – 0 KM/H 19.77 SEC
	0 – 400 – 0 KM/H 41.96 SEC

BRAKING DISTANCES	100 (62 MPH) – 0 KM/H 31.4 M
	200 (124 MPH) – 0 KM/H 114 M
	300 (186 MPH) – 0 KM/H 247 M
	400 (249 MPH) – 0 KM/H 491 M

ELASTICITY (OVERTAKING ACCELERATION)	50 (31 MPH) – 150 KM/H (93 MPH) 3.2 SEC
	80 (50 MPH) – 120 KM/H (75 MPH) 1.8 SEC
	100 (62 MPH) – 200 KM/H (124 MPH) 4.3 SEC

MAX RATE OF GEAR AT 6,700 RPM	1ST 90 KM/H (56 MPH)
	2ND 150 KM/H (93 MPH)
	3RD 200 KM/H (124 MPH)
	4TH 260 KM/H (162 MPH)
	5TH 320 KM/H (199 MPH)
	6TH 380 KM/H (236 MPH)
	7TH 420 KM/H (261 MPH)

LATERAL ACCELERATION	1.5 G (HANDLING MODE)
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# BUGATTI CHIRON

## TECHNICAL SPECIFICATIONS

### AERODYNAMICS

DRAG COEFFICIENT ( $C_D$ )	0.40 (EB)
	0.39 (AUTOBAHN)
	0.41 (HANDLING)
	0.36 (TOP SPEED)
	0.60 (AIR BRAKE)
LIFT COEFFICIENT ( $C_L$ ) (HANDLING) FRONT / REAR	-0.06 / -0.19
WING ANGLE	-10° (EB)
	10° (AUTOBAHN)
	14° (HANDLING)
	3° (TOP SPEED)
	49° (AIR BRAKE)

### FUEL ECONOMY / CO<sub>2</sub> EMISSIONS

URBAN	35.2 L/100 KM – 806 G/KM
EXTRA-URBAN	15.2 L/100 KM – 349 G/KM
COMBINED	22.5 L/100 KM – 516 G/KM
EMISSIONS CLASS	EU6 (EUROPE), LEV III (USA)
FUEL TYPE	SUPER UNLEADED 98 RON / ROZ

