

Bugatti Veyron 16.4



From the start

The new Bugatti Veyron 16.4 is a work of art – true to the founding spirit of Bugatti. A legendary company founded by a remarkable family.

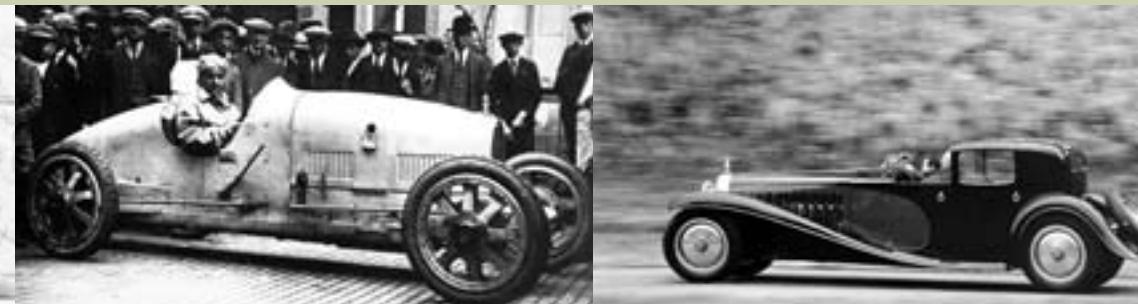
Born in Milan, the patriarch Carlo Bugatti was a famous sculptor and carpenter, whose approach to art was to resurface in the generations to come.

His first-born son, Ettore, founded the company that bears the family name. At the new headquarters in the Château St. Jean in Alsace, he invented, designed and produced an amazing variety of vehicles, all of which displayed uncompromising integrity allied to a simple and logical use of materials. This stylistic purism led him to call his creations „pur sang“ or „thoroughbred“.

Ettore's masterpiece was the Type 35 sports car, which firmly established the Bugatti reputation as one of the most renowned car constructors. The T 35 was considered a true work of art and also proved to be a commercial success. With more than 2 000 victories over a period of almost 10 years in the 1920s and 30s, the T 35 won more races than any other car to date.



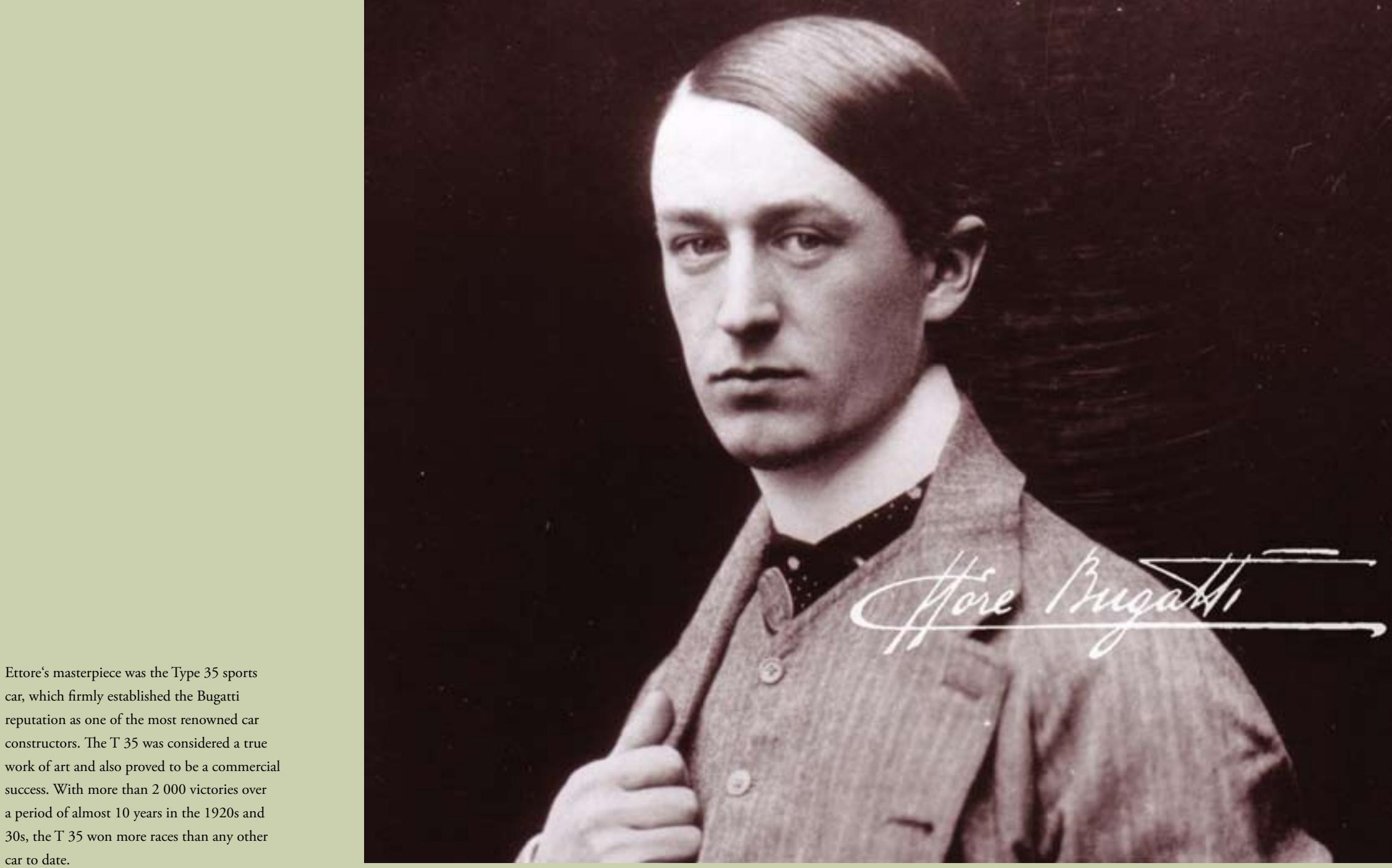
From an early age, Ettore's eldest son Jean learned various crafts in his father's factory. Considering himself an engineer rather than an artist, Jean influenced the company with his own construction ideas. His designs were increasingly streamlined and aerodynamic, with characteristically elegant, flowing lines – best exemplified in his Type 57 - Atlantic.



With its 8-cylinder, 12.7 litre engine, delivering 300 hp, the Royale was truly a „car built for kings“. The trumpeting elephant that adorns the bonnet was sculpted by Rembrandt Bugatti, Carlo's youngest son, who died young. This most luxurious of Bugattis was the most expensive automobile of all time. And with only three models sold, remains so today.



Perhaps better than any other car, the Atlantic, or Type 57S, conveys the idea of lightness, elegance and perfection. Dispensing with any unnecessary detail, and with the form complementing – not distracting from – the function, it has fascinated and inspired subsequent generations ever since its unveiling at the Paris Automobile Salon in 1934.

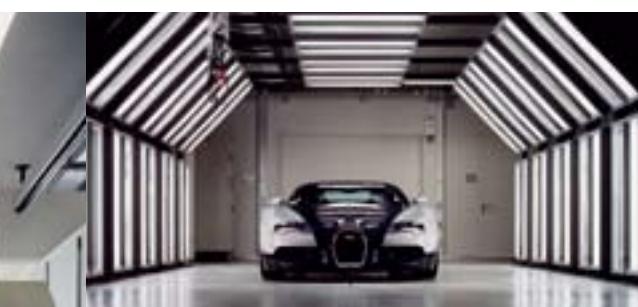




A legend returns

Almost a century after its foundation, production of the Bugatti Veyron 16.4 also sees the Bugatti marque returning to its roots in Molsheim. In 1909, Ettore Bugatti moved to Molsheim, where he had secured financing to start manufacturing ten automobiles and five aircraft engines. Over the next three decades, until the outbreak of the Second World War, some 7 900 vehicles left the Atelier in Molsheim. Despite such a relatively small number of cars sold, the Bugatti brand has remained an automobile legend.

Inside the light and generously dimensioned Atelier, inspired by an artist's workplace, Bugatti is once again producing works of art with every Veyron built. Since 2003, Molsheim, Chateau St. Jean and the Atelier are at the centre of the renaissance of Bugatti.



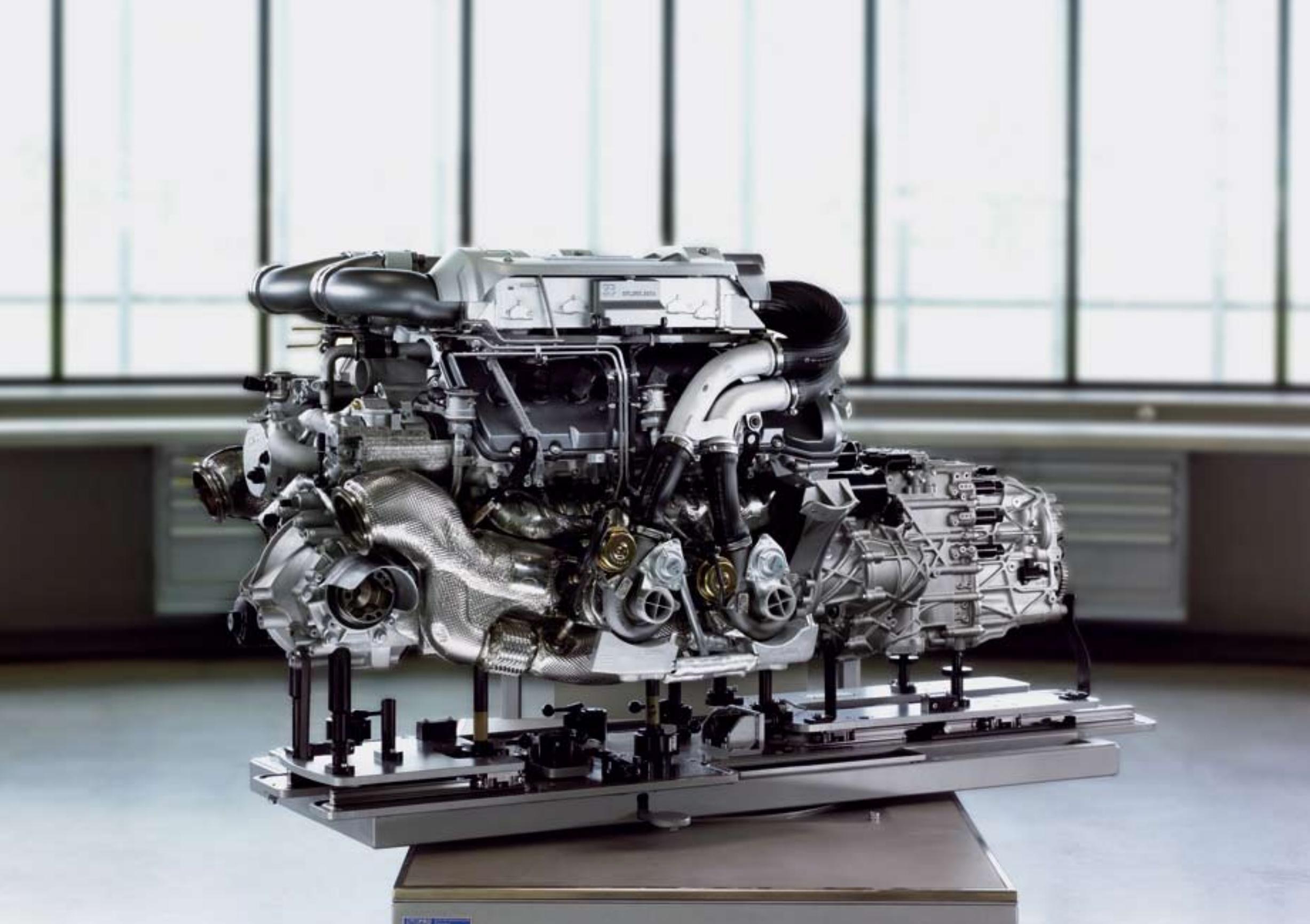


The Bugatti Veyron 16.4 represents the rebirth of this myth. The achievement of developing a car built in series with 1 001 hp and a special double-clutch gearbox to cope with the acceleration was an enormous engineering challenge. One worthy of the Bugattis of the past. Yet Bugatti was always up to the challenge and one step ahead of the field. For example, Ettore was one of the first manufacturers to use aluminium for the chassis and wheels – making the Type 35 lighter than its contemporaries. And today's Veyron equally makes use of innovative lightweight components taken from aeronautic design and racing cars.

In short, Ettore would have been proud of the Bugatti Veyron 16.4.

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Engine and Gearbox

The Bugatti Veyron 16.4 was designed to explore the limits of technical possibilities. The idea was to build a car of extremes. To build a Bugatti. With its 16 cylinders, each of 0.5 litre capacity, four valves per cylinder and a turbocharger per four cylinders, the Veyron houses the world's most powerful engine in a series vehicle. The perfect combination of the high performance power unit (1 001 hp) and torque machine (1 250 Nm) makes for an unrivalled piece of precision technology. With Launch Control for a quick start and Cruise Control to maintain a high speed.

The seven-gear, twin-clutch gearbox (DSG) is the first to handle such high torque values. It combines the dynamic advantages of manual transmission with the convenience of an automatic: the next gear is pre-engaged, ready to take up the propulsion without interruption. Allowing for pure and smooth acceleration with extremely short shift times of less than 150 ms – from 0 to 400 km/h.



A top speed of 407 km/h reached in just under a minute. 0 to 100 km/h in 2.5 seconds and just 9.8 seconds to cover the classic quarter-mile. On a par with the fastest Formula 1 cars, and unparalleled in a series automobile. Yet thanks to its aerodynamics, intelligent four-wheel drive and specially developed tyres, the Veyron reassuringly and safely transfers this power to the road surface.

And if there is one thing the Veyron can do better than accelerate, it is the opposite: Large, internally ventilated brake disks with a specially developed cooling system will stop the car from 400 to 0 in under 10 seconds. Above 200 km/h the rear wing also serves as an air brake for additional deceleration. Bringing the car to a standstill from 100 km/h after just 32 metres.



Acceleration and Deceleration



Speed

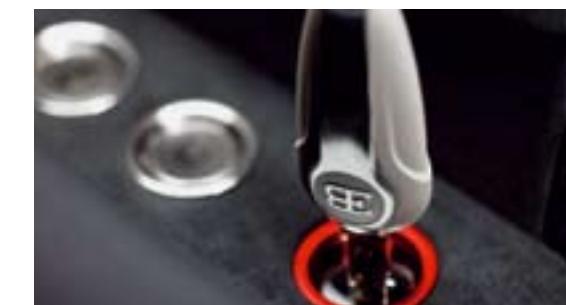
Outstanding speed requires special and applied aerodynamics. The standard configuration is sufficient up to 220 km/h. Beyond this point a handling configuration with reduced ground clearance and the wing set at an angle of 15 degrees enables the Veyron to climb up to 375 km/h.

Unlocking the top-speed mode with a special key sets the wing to 2 degrees, minimizing downthrust and freeing the Veyron to reach its top performance, up to 400 km/h and beyond.

Further safety at speed is guaranteed by the four-point electronic stability program in the Veyron. At the heart of the stability control system is the four-wheel drive: The Haldex clutch distributes the torque to the front and rear axles as required, while the rear differential lock ensures the dynamics of the rear drive wheels for smooth negotiation of fast curves.

The third control system is the ESP, which acts on each individual wheel with previously unmatched reaction times. ESP also controls engine management via ASR anti-slip control and MSR thrust reduction – increasing or reducing thrust as required.

At the centre of such sophistication is a telemetry computer that monitors all vehicle data. This can be called up by the Veyron's own PDA, which is also used to enter the destination in the GPS navigation, which in turn is discreetly displayed in the rear-view mirror. The overall result is a minimalist aesthetic – reduced to the essentials. Form and function in perfect harmony.





TECHNICAL SPECIFICATIONS		GENERAL
Length	4 462 mm	
Width	1 998 mm	
Height, Normal Position	1 204 mm	
Wheel base	2 710 mm	
Curb Weight	1 888 kg	
Max. permitted laden weight	2 200 kg	
Tank capacity	100 l	

PERFORMANCE	
Top speed	407 km/h
Acceleration	2.5 sec 0–100 km/h
	7.3 sec 0–200 km/h
	16.7 sec 0–300 km/h
Braking distance	31.4 m 100–0 km/h
Gearbox shift time	<150 ms

DRIVE TRAIN	
Motor Type/Number of Cylinders	W16
Cylinder Capacity	7 993 cm ³
Power output	736 KW (1 001 hp) at 6 000 rpm
Max. torque	1 250 Nm from 2 200–5 500 rpm
Gearbox	7 Gear DSG
Drive	All Wheels
Power distribution	Front axle differential with Haidex
	clutch; rear axle with transverse
	differential lock

FUEL CONSUMPTION	
In town	40.4 l
Out of town	14.7 l
Combined	24.1 l
CO ₂ -EMISSION (GRAM/KILOMETRE)	
In town	960 g/km
Out of town	350 g/km
Combined	574 g/km
Fuel type	Super lead free 98 RON/ROZ

SUSPENSION	
Wheel suspension	Double wishbone front/rear
Tyre, front	265–680 ZR 500A (99Y) PAX System
Tyres, rear	365–710 ZR 540A (108Y) PAX System
Tyre pressure	3.0 bar front
	3.0 bar rear
SUSPENSION HEIGHTS	
Standard	125/125 front/rear (mm)
Handling	80/95 front/rear (mm)
Top Speed	65/70 front/rear (mm)

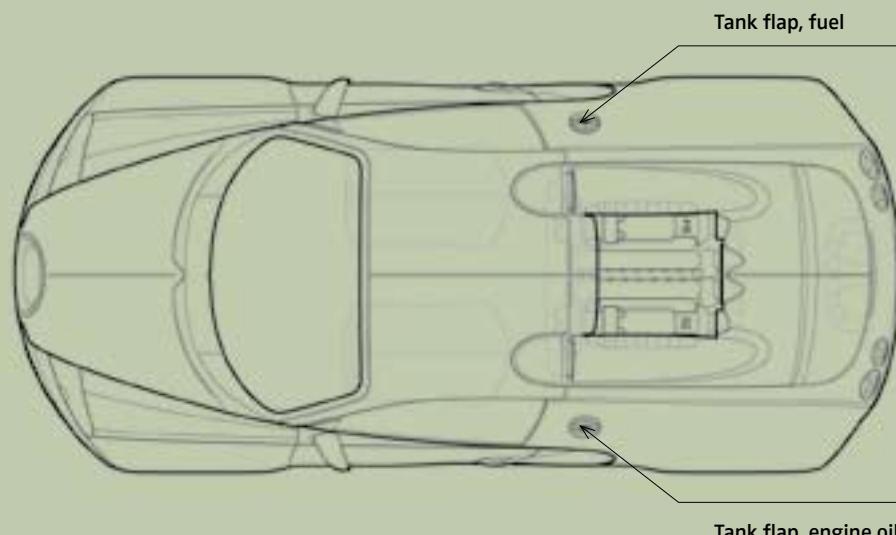
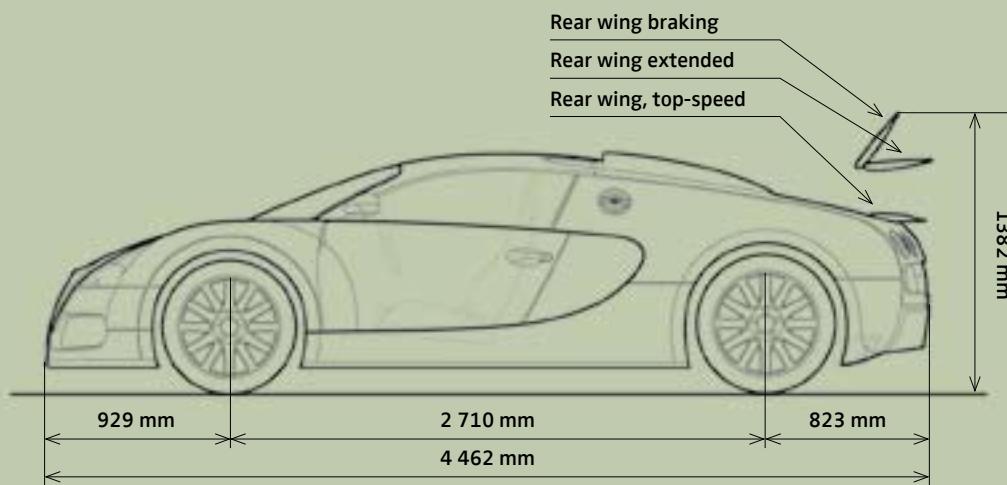
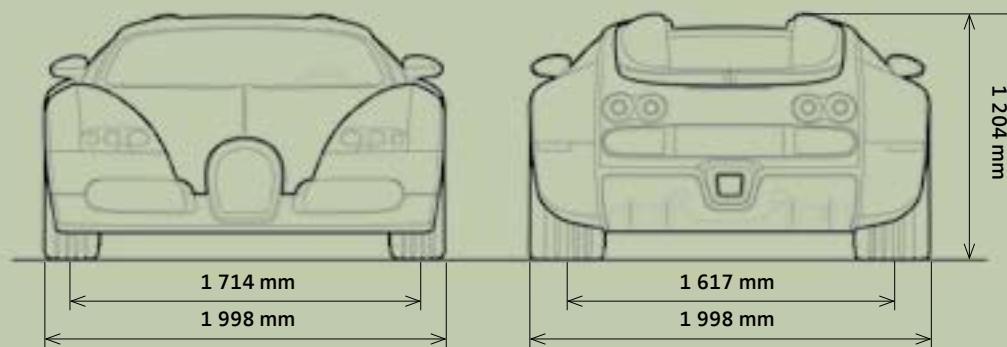
AERODYNAMICS	
CW VALUE	
Standard	0.393
Handling	0.417
Top Speed	0.355
Airbrake	0.682
WING/SPOILER ANGLE	
Standard	Retracted/2° cool-down position
Handling	6°/27°
Top Speed	2°
Brake setting	55°/27°
Special features	Central hydraulics
THREE SUSPENSION HEIGHTS	

BRAKES	
Brake disk diameter	400 mm front
	380 mm rear
Brake disk material	Carbon/ceramic front/rear
Number of wheel brake cylinders	8 front
	6 rear
Number of brake pads	4 front
	2 rear

STANDARD_ For town traffic and speeds up to 220 km/h. From 220 km/h, automatic configuration switches from Standard to Handling
HANDLING_ For fast driving on country roads or motorways, or manually selectable for race tracks
TOP SPEED_ For V-max driving (over 375 km/h), manually selectable with separate key

BUGATTI VEYRON 16.4 — DIMENSIONS

Dimensions in technical drawings in millimetres.



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THE ILLUSTRATION MAY SHOW ITEMS OF OPTIONAL EQUIPMENT WHICH DO NOT FORM PART OF THE STANDARD SPECIFICATION.
YOUR BUGATTI DEALER WILL ALWAYS HAVE THE LATEST INFORMATION.

