
Audi R8 – Interior and Controls

Behind the steering wheel of the new Audi R8*, the driver feels like a race car driver. All functions are driver-oriented and allow easy operation even when the critical limits are reached – and all without the driver having to take his or her hands off the steering wheel. The newly designed sport seats with integrated headrest provide excellent lateral support. Even more radical seating for a sports car comes in the form of the newly developed R8 bucket seats. These make a clear statement confirming the relationship between lightweight construction and comfort (optional in the V10 and standard in the V10 plus).

The start-stop button and the Audi drive select button are located on several satellites on the new multifunction plus steering wheel. The Performance steering wheel in the Audi R8 V10 plus features two more satellites. One button is for performance mode together with a rotary wheel for selecting the dry, wet and snow programs as well as a button for controlling the sports exhaust system.

The Audi virtual cockpit is set in a free-standing housing and presents all the information on its 12.3-inch display with elaborately computed, fascinating graphics. The driver can toggle between different display modes and also adjust the digital instrument cluster to his needs in individual mode. In performance mode, the driver is presented with information on the driving programs, acceleration, deceleration and lateral forces as well as power and torque. The Audi virtual cockpit also displays a shift light which informs the driver that the engine speed limit has been reached. The driver operates the Audi virtual cockpit using the multifunction plus steering wheel. The driver's hands remain on the steering wheel and he or she can concentrate on the road. Alternatively, operation can take place via the touch wheel or the buttons in the center console.

In the design of the interior too, the taut geometric lines emphasize the aesthetic lightweight construction of the brand. Its characteristic element is the monoposto, a large arc in the area around the driver's seat. The MMI monitor of the previous model is no longer available. Instead, the three central control elements of the air conditioning system have taken its place. The three-dimensional design of the air outlet vents bring to mind the air inlets of a race car. The dashboard appears to float weightlessly. The wide console of the central tunnel accommodates the standard MMI terminal as well as the newly designed flat selector lever of the S tronic transmission.

When it comes to upholstery, customers can choose between Alcantara/pearl Nappa leather and fine Nappa leather. Also available are trim elements in clear coated carbon

fiber, two leather packages and a new diamond stitching pattern.

There are numerous customization possibilities for customers of the new Audi R8 – for both the exterior and the interior. The colors for the body have been newly mixed and can be freely combined with the colors of the side blades – a blade made from glossy carbon is a particular highlight of the range. Ten standard exterior colors are available, for the R8 V10 plus there is an additional matt paint finish available, Camouflage Green.

Among the five equipment colors available for the interior, two color ranges can be found, whereby the interior is always characterized by a sporty feel. Additionally, there are numerous options to further customize both the interior and the exterior, for example with headlining in Alcantara with dynamic diamond stitching pattern. The Audi exclusive program makes it possible for you to turn the new R8 into a one-of-a-kind model.

Combined fuel consumption in l/100 km: 12.4 – 11.8 (19.0 – 19.9 US mpg)**;

Combined CO₂ emissions in g/km: 289 – 275 (465.1 – 442.6 g/mi)**

**Figures depend on the tires/wheels used.

Status: 3/2015