





**COOKIE NOTICE**

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →



COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →



# VARIABLE AERODYNAMICS

## AN INCREDIBLE HIGH-TECH SOLUTION

This interactive feature allows you to experience the three handling modes of the Bugatti Veyron, based on the Grand Sport Vitesse. With a top speed of 410 km/h, it is the fastest production roadster ever. In order to guarantee optimum handling at all times with this level of power, the supercar needs a harmonious balance between lift and downforce at all speeds.



The Vitesse accelerates from 0 to 100 km/h in a breathtaking 2.6 s. It is driven in standard mode at speeds up to 180 km/h. The design of the car offers optimum aerodynamic properties in this speed range.



For speeds over 180 km/h, the Bugatti switches to handling mode. In order to increase downforce and reduce wind resistance, the front of the car is lowered by 90 mm and the rear by 102 mm. At the same time, the front diffuser flaps open. The rear wing and additional rear spoiler are fully extended to support the turning dynamics.



For speeds over 375 km/h, the Bugatti is driven in top sport mode. The front of the car is lowered even further. The front diffuser flaps close again and the rear wing is retracted.

# VARIABLE AERODYNAMICS

## AN INCREDIBLE HIGH-TECH SOLUTION

THIS INTERACTIVE FEATURE ALLOWS YOU TO EXPERIENCE THE THREE HANDLING MODES OF THE BUGATTI VEYRON, BASED ON THE GRAND SPORT VITESSE. WITH A TOP SPEED OF 410 KM/H, IT IS THE FASTEST

### COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#)



## VEHICLE STRUCTURE AND ASSEMBLY

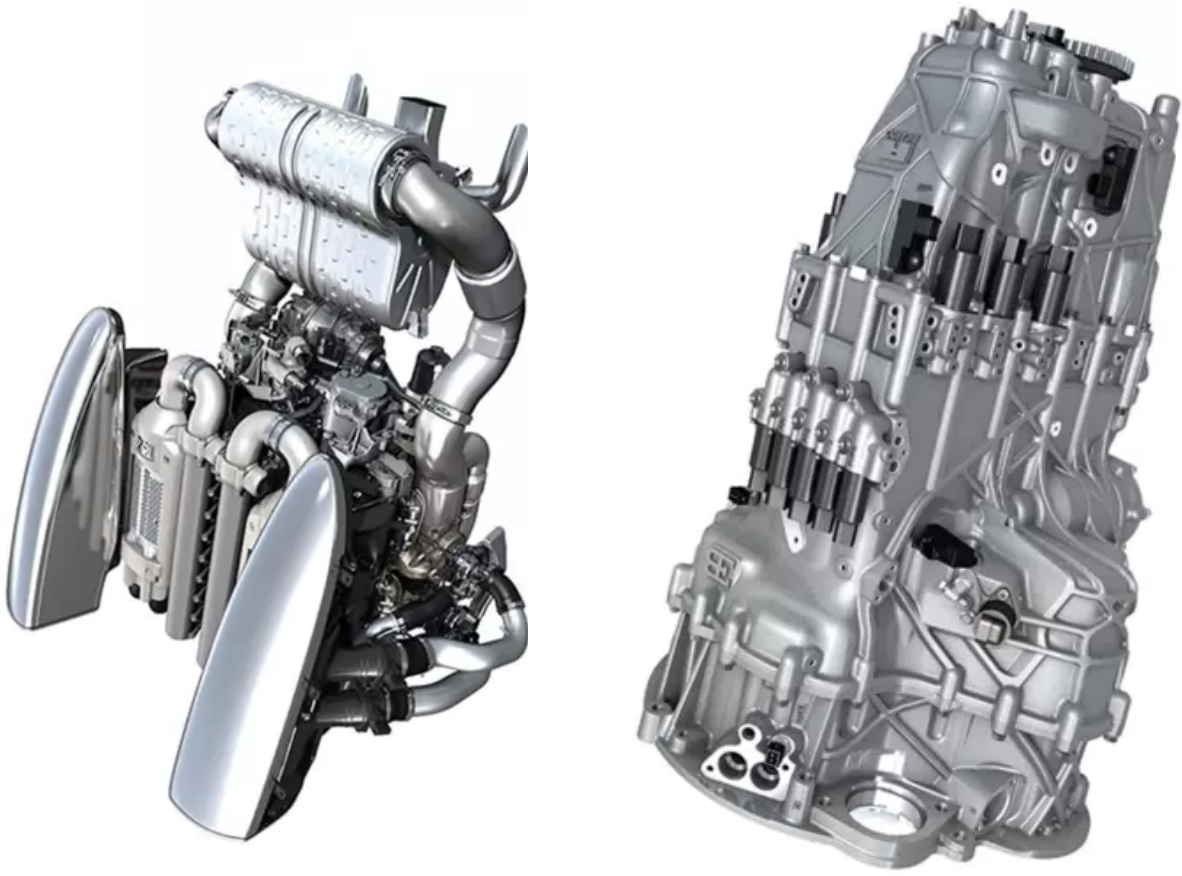
Very few parts, components or systems from existing vehicle concepts could be used in the Veyron. Everything had to be developed from scratch to achieve the required performance before being incorporated into the vehicle. When creating the Veyron, designers regularly drew inspiration from other industries which required extreme speeds and demanded extreme stress loads from materials and systems.



### COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →





## GEARBOX

The Veyron is equipped with the dual-clutch gearbox (DSG), which is the fastest gearbox in the world. Bugatti was the first manufacturer to use a seven-speed variant of the DSG. Designed specially for the new sports car, this gearbox has a job which any other gearbox would balk at, i.e. to transfer engine torque of up to

### COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →



## ADAPTIVE BOOST-PRESSURE FUEL INJECTION

◀ In a high-performance vehicle such as the Veyron, it is essential that the engine is always supplied with constant fuel pressure. This also required a new development, and so Bugatti invented three-phase injection pumps which, unlike conventional plus/minus polarised pumps, are able to supply the engine with the required amounts of fuel continuously at a constant pressure.

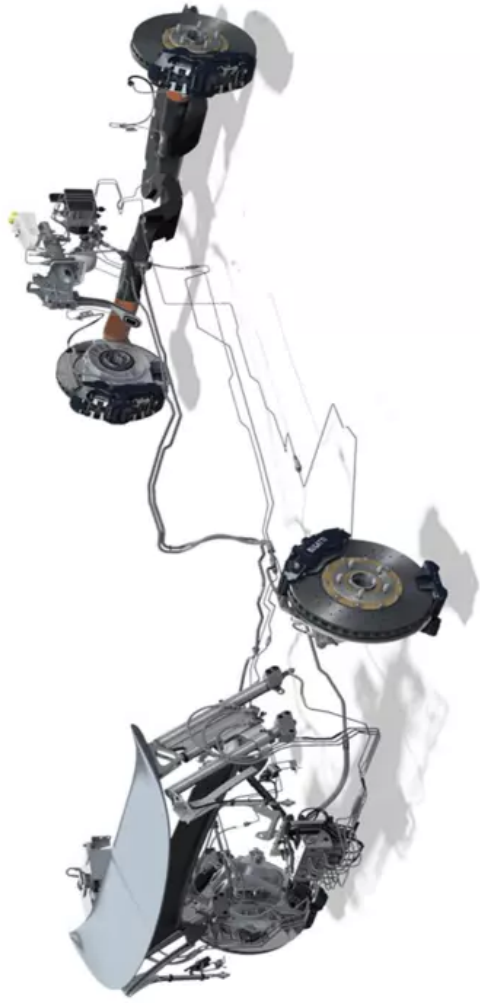


### COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →







## DRIVELINE



## COOLING

### COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →





Cooling is an extremely important aspect of the Veyron. Sophisticated airflow patterns were devised to conduct sufficient cooling air to the vehicle's radiators and extract hot air without compromising the vehicle design – a key consideration.

During combustion, some 2,400 HP of additional heat is generated for every 1,200 HP of drive power. To cope with this, the Bugatti engine has two water circuits. The larger circuit contains 40 litres of coolant water in three coolers in the front section of the vehicle to keep the engine at operating temperature.

SHARE



© 2019 BUGATTI AUTOMOBILES S.A.S.

- CONTACT
- MEDIA
- DATA PROTECTION NOTICE
- LEGAL NOTICE
- UK MODERN SLAVERY ACT
- CODE OF CONDUCT

COOKIE NOTICE

This website uses cookies. By continuing to use this website, you consent to the use of cookies. [FIND OUT MORE](#) →

