



Divo

TECHNICAL SPECIFICATIONS

GENERAL INFORMATION

LENGTH	4,641 MM
WIDTH	2,018 MM
HEIGHT (NORMAL SETTING)	1,212 MM
WHEELBASE	2,711 MM
TRACK WIDTH FRONT / REAR	1,749 MM / 1,666 MM
WEIGHT	1,995 KG (DIN EMPTY)*
FUEL CAPACITY	100 L

POWERTRAIN

ENGINE CONFIGURATION/ NUMBER OF CYLINDERS	W16
DISPLACEMENT	7,993 CM ³
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
INFLATION PRESSURE, REAR	2.8 BAR
DRIVING PROGRAMS	LIFT, EB, AUTOBAHN, HANDLING CONTROLLED COMPONENTS: STEER- ING, 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

BRAKES

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

PERFORMANCE

ACCELERATION	0 – 100 KM/H (62 MPH) 2.4 SEC
LATERAL ACCELERATION	1.6 G (HANDLING MODE)

FUEL ECONOMY / CO₂ EMISSIONS

FUEL CONSUMPTION LOW PHASE	43.33 L/100 KM
FUEL CONSUMPTION MEDIUM PHASE	22.15 L/100 KM
FUEL CONSUMPTION HIGH PHASE	17.99 L/100 KM
FUEL CONSUMPTION EXTRA HIGH PHASE	18.28 L/100 KM
FUEL CONSUMPTION COMBINED	22.32 L/100 KM
CO ₂ EMISSIONS COMBINED	505.61 G/KM
EFFICIENCY CLASS	G

* THANKS TO LIGHTWEIGHT DESIGN, THE WEIGHT OF THE DIVO HAS BEEN REDUCED BY 35 KG. NEVERTHELESS, THE DIN EMPTY WEIGHT REMAINS UNCHANGED. THE HOMOLOGATION VALUE OF THE CHIRON BASE MODEL CONTINUES TO APPLY.