



Communications Model Lines, Innovation and Technology

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July 2019

PRESS INFORMATION

The Audi A4 Product line with a New Look

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The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.*



Condensed Information

The Audi A4: Even Sportier and More Modern

The A4 represents the core of the brand – after four years in the making, Audi has made the successful midsize model even tauter and sportier. Its exterior is shaped by the brand’s new design language, while the large MMI touch display offers the kind of operating experience customers will be familiar with from their smartphone. Many engine variants now come with mild hybrid systems (MHEV) – efficiency and comfort benefit from this broad-based electrification. This also applies to the Audi S4 TDI (combined fuel consumption in l/100 km: 6.3–6.2* (37.3–37.9 US mpg); Combined CO₂ emissions in g/km: 166–163* (267.2–262.3 g/mi)) with a V6 TDI under the hood for the first time, a 48-volt main on-board electrical system and an electric powered compressor that lends its hefty acceleration even more spontaneity. This combination of power, torque and efficiency makes it unique in its segment.

Sporty look: the exterior design

The midsize model looks even more dynamic and sophisticated thanks to the sportier design highlights. The Singleframe grille is now broader and flatter; horizontal lines emphasize the width at the front and rear. The side view is defined by the distinctive muscles above the fenders and the lower set shoulder line in between. They form strong contours above the wheels and make the quattro genes outwardly visible.

LED headlights now come as standard in the Audi A4; the top-of-the-line headlights feature the Matrix LED technology with fully automatic high beam. The equipment line concept is equally new: basic, advanced and S line are now available for the exterior, not to mention the independent look of the A4 allroad quattro and the S models. Customers can choose from 12 exterior colors, including a new terra gray option.

In the cleanly drawn interior of the Audi A4, the horizontal lines also define the overall impression. In the center of the instrument panel, slightly tilted toward the driver, is the large MMI touch display, the control center for the new operating system. The new interior packages – design selection and interior S line – can be combined freely with the exterior lines and come with numerous colors and materials. The contour/ambient lighting package adds highlights to the interior in the dark.

Groundbreaking: connectivity

With its new MMI system, the highly connected Audi A4 offers a user experience similar to a contemporary smartphone. An MMI touch display with acoustic feedback takes over the functions of the previous rotary/pushbutton control on the center tunnel console. The high-resolution TFT display measures 10.1 inches. Its graphics are deliberately clean and cut-down; the menu structure with its tight hierarchies is tailored to user expectations and aims for easy operation. The MMI search is based on free text input and returns hits rapidly.

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The natural-language voice control, another function of the new system, understands many of the phrases used in everyday speech.

The navigation in the Audi A4 is now even more versatile and user-friendly. The Audi connect and Audi connect plus portfolio includes a host of online services, such as Car-to-X services, which take advantage of the swarm intelligence of the Audi fleet. Apart from online traffic sign and hazard information, as well as the on-street parking service, traffic light information is a new addition to the lineup. Thanks to the interconnection with the city's infrastructure, the vehicle receives information from the central traffic light computer via a server, which allows the driver to select a speed to match the next green-light phase. The instrument cluster displays a personal speed recommendation as well as the remaining time to the next green light whenever the driver is waiting at a red traffic light. The system thus contributes to a predictive and efficient driving style and facilitates a steady flow of traffic. The function is part of the Audi connect package and is being rolled out in stages in selected European cities.

The Audi connect services emergency call and service come as standard; the free myAudi app connects the customer's smartphone seamlessly to the car. With the Audi connect key option, the customer can lock and unlock the vehicle and start the engine using a compatible Android smartphone. The personalization, another digital feature that starts shortly after market introduction, allows up to 14 myAudi users to store their preferred settings in individual profiles.

The pioneering functions on demand are part of the many innovations set to accompany the market launch of the Audi A4. They allow customers to add on three infotainment functions flexibly as required via the myAudi app, even after purchasing the vehicle. In Germany, these are the MMI navigation plus, the DAB+ digital radio and the Audi smartphone interface. There is a choice of various terms.

If customers would like to get to know a function first before committing themselves, they can book a one-time, one-month test phase. Customers can extend the booking even during this phase, either for a further month, a year, or permanently. If they decide not to extend the term, the booking expires automatically and without requiring active termination at the end of the term.

The new MMI features a new main unit. The third-generation modular infotainment platform MIB 3 delivers phenomenal computing power. It works with an equally new, physically separate communication box that bundles all connectivity tasks – such as telephony or the Audi connect services – and incorporates the Wi-Fi hotspot. The optional hardware modules include the Audi phone box and the Bang & Olufsen 3D Premium Sound System in the front.



Three instrument cluster variants are available: two partially analog driver information systems and – in conjunction with the MMI navigation plus – the all-digital Audi virtual cockpit plus. The driver operates the 12.3-inch display with full HD resolution using the multifunction steering wheel and can choose between three views. A head-up display projects important information into the driver's direct field of view.

The A4 models are available with a host of driver assistance systems. The optional systems are bundled into the "Tour," "City" and "Park" packages. An important system in the "Tour" package is the adaptive cruise control including stop & go function for automatic distance control. In conjunction with the predictive efficiency assist, it can brake and accelerate the A4 predictively even where there is no vehicle ahead. To do so, it analyzes Car-to-X messages, navigation data and traffic signs.

Broad-based electrification: the drive

Audi will be offering the A4 product line with eight turbocharged engines at sales launch in Europe. Their power outputs range from 100 kW (136 metric hp) to 255 kW (347 metric hp) – from the Audi A4 35 TFSI up to the Audi S4 TDI. All engines – whether four-cylinder diesel unit, V6 TDI or four-cylinder TFSI – are below the limits of the Euro 6d-temp emission standard.

For the market introduction, five engine variants will feature a mild hybrid system (MHEV) based on 12 volts, which reduces fuel consumption while improving comfort. This broad-based electrification makes an important contribution to increasing efficiency and saving fuel for the benefit of the customer, and thereby also helps to achieve the fleet targets for CO₂. In everyday operation, the MHEV system reduces fuel consumption by up to 0.3 liters per 100 kilometers according to individual Audi measurements.

Whether manual transmission, seven-speed S tronic or eight-speed tiptronic, whether front-wheel or quattro drive – each of the eight engine variants delivers tailor-made power transmission. At market launch, all A4 models will be manufactured with an automatic transmission. The A4 35 TFSI with 110 kW (150 metric hp) (combined fuel consumption in l/100 km: 6.5–5.7* (36.2–41.3 US mpg); combined CO₂ emissions in g/km: 143–129* (230.1–207.6 g/mi)) of power output is also available with a manual transmission.

Sportily harmonious: the suspension

The sportily balanced suspension harmonizes ideally with the character of the Audi A4. Customers can choose between the standard setup and the sport suspension. There are also two adaptive suspensions. One option is the comfort suspension with damper control, which reduces the ride height by 10 millimeters (0.4 in) and offers superb ride comfort. The other is the sport suspension, either with or without damper control, which is lowered by 23 millimeters (0.9 in). With its even more dynamic basic setup, it underscores the sporty character while maintaining comfort.

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Both controlled suspensions are integrated into the Audi drive select dynamic handling system. The same applies to the steering or the optional dynamic steering as well as the automatic transmission and also the engine management system. Audi drive select allows the driver to determine which of up to five profiles these systems use.

Diesel power: the Audi S4 TDI

Both S models of the A4 family are now equipped with a V6 diesel engine as a power package. The 3.0 TDI combines hefty torque, smooth running and a long range and delivers a power output of up to 255 kW (347 metric hp) and maximum torque of 700 Nm (*516.3 lb-ft*) to the Audi S4 Sedan TDI (combined fuel consumption in l/100 km: 6.3–6.2* (*37.3–37.9 US mpg*); combined CO₂ emissions in g/km: 164–163* (*263.9–262.3 g/mi*)) and the S4 Avant TDI (combined fuel consumption in l/100 km: 6.3* (*37.3 US mpg*); combined CO₂ emissions in g/km: 166–165* (*267.2–265.5 g/mi*)). It propels the S4 Sedan TDI from 0 to 100 km/h (*62.1 mph*) in 4.8 seconds and up to an electronically governed top speed of 250 km/h (*155.3 mph*). This combination of power, torque and efficiency makes the Audi S4 TDI unique in the segment.

The electric powered compressor (EPC) delivers powerful drive-off performance and virtually seamless power buildup when accelerating. As a result, it eliminates any turbo lag, enabling instant responsiveness in all driving situations. The EPC is integrated into a new 48-volt main on-board electrical system that also incorporates the mild hybrid system. This provides even more efficiency potential than the MHEV system in the 12-volt on-board electrical system of the A4 models. In the S4 TDI, this is the next expansion stage in which the mild hybrid technology will be rolled out based on 48 volts. Within that, the 12-volt subsidiary on-board electrical system is connected to the 48-volt main on-board electrical system via a powerful DC/DC converter. For the first time in the S4 TDI, a powerful 48-volt belt alternator starter is the heart of the mild hybrid system with maximum recuperation power during braking of up to 8 kW.

A compact air-cooled lithium-ion battery with a capacity of 0.5 kWh under the luggage compartment floor serves as the energy center. The mild hybrid system in the S models has the potential to reduce customer fuel consumption by as much as 0.4 liters per 100 kilometers.

An eight-speed tiptronic and the quattro permanent all-wheel drive make up the powertrain. If desired, an optional sport differential is available to actively distribute power between the rear wheels. In this way, more power can be directed specifically to the wheel on the outside of the bend when cornering at speed, which combats the tendency to understeer early on. The S sport suspension comes as standard. With its S-specific setup, it provides a sporty driving sensation. This can be enhanced even further with the optional S sport suspension with damper control. Inside and out, a host of design details point to the unique position of the S models – from the exhaust tailpipes to the S mode in the display of the optional Audi virtual cockpit.

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The consummate on-road and off-road experience: the Audi A4 allroad quattro

Thanks to its quattro all-wheel drive and ground clearance raised by 35 millimeters (*1.4 in*), the Audi A4 allroad quattro combines superb ride comfort and good off-road qualities. With the optional allroad-specific suspension with damper control, comfort and dynamism can be enhanced further. It differs from the A4 Avant through details such as the underbody protection or the wheel arch trims and also by its 12-millimeter (*0.5 in*) larger wheels and its wider track – six millimeters (*0.2 in*) wider at the front and eleven millimeters wider (*0.4 in*) at the rear.

The A4 allroad quattro is available with a gasoline engine and as a diesel variant. Automatic transmissions come as standard, while a suspension with damper control provides an alternative to the standard suspension. As in the A4 Avant, the luggage compartment has a capacity of at least 495 liters (*17.5 cu ft*) – this increases to 1,495 liters (*52.8 cu ft*) with the rear seats folded down and cargo loaded to the roof. The luggage compartment lid and the luggage compartment cover are electrically operated as standard. With the additional off-road mode of the Audi drive select dynamic handling system, the driver can choose from a total of six profiles in the A4 allroad quattro.

For more spontaneous buyers: the Audi A4 edition one model

To coincide with the market launch, the brand with the four rings is presenting an A4 edition model designated “edition one.” The exterior design is based on the S line exterior, supplemented with striking elements such as the black styling package. In the interior, the customer can choose between the design selection and the S line interior package. The “edition one” is available as a Sedan or Avant with a choice of three engine variants – the 2.0-liter TFSI with a power output of 180 kW (245 metric hp) (combined fuel consumption in l/100 km: 6.9–6.5* (*34.1–36.2 US mpg*); combined CO₂ emissions in g/km: 157–146* (*252.7–235.0 g/mi*)), the 2.0-liter TDI with 140 kW (190 metric hp) (combined fuel consumption in l/100 km: 5.3–4.9* (*44.4–48.0 US mpg*); combined CO₂ emissions in g/km: 140–131* (*225.3–210.8 g/mi*)) and a 3.0-liter TDI with 170 kW (231 metric hp) (combined fuel consumption in l/100 km: 5.6–5.3* (*42.0–44.4 US mpg*); combined CO₂ emissions in g/km: 145–139* (*233.4–223.7*)).

Price and market launch in Europe

The Audi A4 models and the S4 models with a TDI engine and sporty new look have been available to order in Europe since May 2019. The A4 allroad quattro followed in June. The models will then be available at the dealerships from fall 2019. In Germany, the price for the A4 Sedan 35 TFSI (combined fuel consumption in l/100 km: 6.0–5.5* (*39.2–42.8 US mpg*); combined CO₂ emissions in g/km: 136–125* (*218.9–201.2 g/mi*)) with a power output of 110 kW (150 metric hp) and S tronic is 35,900 euros. This model is also available for 33,600 euros with a manual transmission. Customers can order the S4 Sedan TDI (combined fuel consumption in l/100 km: 6.3–6.2* (*37.3–37.9 US mpg*); Combined CO₂ emissions in g/km: 164–163* (*263.9–262.3 g/mi*)) starting at 62,600 euros. This includes popular equipment options from the Audi A4 Sedan – when compared with the A4 Sedan 45 TDI quattro tiptronic (combined fuel consumption in l/100 km: 5.5–5.3* (*42.8–44.4 US mpg*); combined CO₂ emissions in g/km: 144–139* (*231.7–223.7 g/mi*)) with a power output of 170 kW (231 metric hp), for example – valued at around 6,400 euros as standard.

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These include LED headlights with dynamic rear indicators, S sport suspension with tautly tuned suspension and damping, 18-inch wheels, power-adjustable front sport seats with Alcantara leather and S embossing, and sportily contoured bumpers.

Prices for the A4 allroad quattro 45 TFSI with 180 kW (245 metric hp) start at 50,100 euros. Customers can also order the Audi A4 edition one, a special edition starting at 53,300 euros.

Audi offers the S4 and the S4 Avant with the 3.0-liter TFSI in markets outside Europe. The turbocharged gasoline direct injection engine has an output of 260 kW (354 metric hp) and produces a hefty torque of 500 Nm (*368.8 lb-ft*) from 1,370 to 4,500 rpm. The V6 engine propels the S4 Sedan TFSI from 0 to 100 km/h (*62.1 mph*) in 4.7 seconds and up to an electronically governed top speed of 250 km/h (*155.3 mph*). The standard sprint takes two tenths of a second longer in the S4 Avant TFSI.



The Facts

Design

- Its exterior: sporty and more sophisticated thanks to the flatter and broader Singleframe grille, enlarged air inlets, new headlights featuring LED technology, offset shoulder line with distinctive edges above the wheel arches and pronounced horizontal body lines also at the rear to emphasize the width
- Clean interior design with new, freestanding 10.1-inch touchscreen
- New equipment lines for the exterior (basic, advanced and S line) that can be freely combined and the new interior packages (basic, design selection and interior S line), new colors and materials
- Exclusive A4 “edition one” special edition as a Sedan and Avant to coincide with the market launch

Connectivity

- MMI touch operating concept, developed from the ground up, echoes that of a smartphone
- Clear graphical interface, intuitive menu structure, rapid MMI search
- Optional navigation with new functions as well as many Audi connect services
- New MIB 3 main unit with high computing power
- Personalization of up to 14 user profiles with myAudi
- Audi connect key and Audi phone box
- Bang & Olufsen 3D Premium Sound System
- New range of functions on demand: three infotainment features can be booked after sale via the myAudi app
- Audi virtual cockpit plus with three interfaces on request
- Numerous driver assistance systems in the “Tour,” “City” and “Park” packages.

Drive and suspension

- Eight turbocharged engines with power outputs ranging from 100 kW (136 metric hp) to 255 kW (347 metric hp) at market launch:
three four-cylinder TDI engines , one V6 TDI and three four-cylinder TFSI engines as well as one S4 V6 TDI.
 - 30 TDI: 2.0 TDI 100 kW (136 metric hp) 12 V, 320 Nm of torque (*236.0 lb-ft*),
 - 35 TDI: 2.0 TDI 120 kW (163 metric hp) 12 V, 380 Nm of torque (*280.3 lb-ft*),
 - 40 TDI: 2.0 TDI 140 kW (190 metric hp), 400 Nm of torque (*295.0 lb-ft*)
 - 45 TDI: 3.0 TDI 170 kW (231 metric hp), 500 Nm of torque (*368.8 lb-ft*)
 - S4 TDI: 3.0 TDI 255 kW (347 metric hp) 48 V, 700 Nm of torque (*516.3 lb-ft*),
 - 35 TFSI: 2.0 TFSI 110 kW (150 metric hp) 12 V, 270 Nm of torque (*199.1 lb-ft*),
 - 40 TFSI: 2.0 TFSI 140 kW (190 metric hp) 12 V, 320 Nm of torque (*236.0 lb-ft*),
 - 45 TFSI: 2.0 TFSI 180 kW (245 metric hp) 12 V, 370 Nm of torque (*272.9 lb-ft*).



- Five engine variants with a mild hybrid system (MHEV) based on 12 volts for the market launch.
 - 35 TFSI: 2.0 TFSI 110 kW (150) 12 V,
 - 40 TFSI: 2.0 TFSI 140 kW (190) 12 V,
 - 45 TFSI: 2.0 TFSI 180 kW (245) 12 V
 - 30 TDI: 2.0 TDI 100 kW (136) 12 V,
 - 35 TDI: 2.0 TDI 120 kW (163) 12 V,
- Power is transferred by 7-speed S tronic, 8-speed tiptronic / front-wheel or quattro drive. A 6-speed manual transmission will be added later.
- Sportily balanced suspension, sport suspension on request, damper control optional in each case
- Audi drive select dynamic handling system standard from 140 kW (190 metric hp)

The Audi S4 TDI

- 3.0 TDI in top-of-the-line version for Sedan and Avant: 255 kW (347 metric hp), 700 Nm (*516.3 lb-ft*)
- New 48-volt main on-board electrical system for MHEV and electric powered compressor

The Audi A4 allroad quattro

- quattro drive as standard, ground clearance 35 millimeters (*1.4 in*) greater than A4 Avant
- Exterior design with a robust look, underbody protection



The Audi A4: Major Upgrade for the Bestseller

Taut design, top-notch connectivity, broad-based electrification – the Audi A4 represents the brand with the four rings like no other model. That is what makes it an important reflection of the direction in which Audi is developing. Its sporty body lines and the innovative operating concept with the central MMI touch display signify a real upgrade. Five of the eight engine variants work in conjunction with mild hybrid systems (MHEV) – this broad-based electrification benefits efficiency and comfort. Both S models are now equipped with a 3.0 TDI with 255 kW (347 metric hp) and 700 Nm (516.3 lb-ft) (combined fuel consumption in l/100 km*: 6.3 – 6.2; combined CO₂ emissions in g/km*: 166 – 161 g/km) – this combination of performance, torque and efficiency is unique in the segment.

The Design

“The powerful presence of the latest A4 models represents the new Audi design language that we presented for the first time two years ago with Audi’s flagship, the A8,” said Audi’s Head of Design Marc Lichte. “With its sporty upgrade, the A4 gains in dynamism and sophistication from the ground up.”

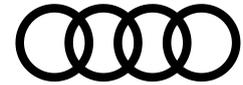
The midsize model has grown a bit in all body variants. The length of the Audi A4 in both the Sedan and the Avant has increased by 24 millimeters (0.9 in) to 4,762 millimeters (15.6 ft), while the width has increased by 5 millimeters (0.2 in) to 1,847 millimeters (6.1 ft). The wheelbase remains unchanged at 2,820 millimeters (9.3 ft), while the vehicle height likewise remains the same – it is 1,431 millimeter (4.7 ft) for the Sedan and 1,460 millimeters (4.8 ft) for the Avant.

Sportier and tauter: the exterior design

Almost every sheet metal part on the outer skin of the Audi A4 has been altered. The front appears sporty and wide. This is primarily due to the redesigned flatter, broader Singleframe grille with its sculpted cross bars. Underneath the headlights – which are also new and no longer have jagged bottom edges – sit large pentagonal air inlets that narrow inwardly to a sharp point. They are bordered at the top by a striking contour with the result that they appear to be separate geometric bodies.

The flow of the side view follows the larger models with the four rings. The shoulder line starts at the corner of the headlight and initially runs together with the edge of the hood. It fades out at the level of the exterior mirrors. It begins again in the area of the rear door handle in order to draw towards the rear lights. Above the wheels, the shoulder line forms accentuated edges that point towards Audi’s quattro technology. Their undercuts create an intense interaction between light and shadow.

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A second line runs across the highly sculpted doors, lower than the shoulder line, that pulls the visual center of gravity of the Audi A4 downwards. The edges of the side sills take the shape of dynamic blades. The low roof line begins to fall away again at an early stage. With the Avant, which is fitted with roof rails as standard, the roof line tapers off into the flat D-pillars. The roof edge spoiler rests on triangular aero bezels at the side. With the Sedan, the broadened rear side window makes the cabin seem longer and the pillar more slender. The exterior mirrors are seated on the door rails like in a sports car.

At the rear, which also has a markedly three-dimensional design, a continuous chrome strip connects the lights. This emphasizes the impression of width. Two trapezoidal tailpipe trims that are embedded in the diffuser insert form the end of the exhaust system.

The Audi A4 and the A4 Avant boast excellent drag coefficients of 0.25 and 0.27. In the aerodynamics concept, the extensively paneled underbody and the aerodynamically designed front and rear ends play important roles. Openings on the outside of the side decorative grilles direct the airflow into the wheel arches, where it is efficiently guided past the wheels.

With the Audi A4 Avant, the tailgate is made of aluminum. The systematically weight-reduced body is a major factor in the A4 models being among the lightest cars in the competitive environment – the A4 Sedan 35 TFSI (combined fuel consumption in l/100 km:

6.0–5.5* (39.2–42.8 US mpg); combined CO₂ emissions in g/km: 136–125* (218.9–201.2 g/mi)) weighs only 1,410 kilograms (3,108.5 lb) when empty.

The excellent torsional rigidity of the bodies is the foundation for the highly precise driving response as well as for supreme peace and quiet on board.

Three equipment lines and twelve colors: attachments and paint finishes

The equipment line concept is also new. For the exterior, they are now called basic, advanced and S line. They can be freely combined with the interior lines basic, design selection and S line. For the basic line, the attachments are kept in the body color or grained; the Singleframe grille is painted matt black. With the elegant advanced exterior, the Singleframe, the air inlets and the diffuser provide accents in the graduated tones aluminum silver and dark chrome. Depending on the engine variant, the A4 models come with 16- or 17-inch wheels as standard. Upon request, Audi will supplement the advanced exterior with the black styling package and door handles with chrome strips.

The same packages are also available for the sporty S line exterior. Here, the air inlets at the front are drawn further up and contoured more strongly towards the bottom, are filled with honeycomb grilles and are divided by silver trims in the outer area. The Singleframe is kept in chrome, and the honeycomb structure of the radiator protective grille is in gloss dark chrome. The flat slit below the hood is reminiscent of the legendary original Audi quattro. S line badges place an emphasis on the fenders.

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The diffuser is enlarged and also has a honeycomb grille insert. It is in matt dark chrome and a silver trim surrounds both it and the tailpipe trims. The 18-inch wheels and the sport suspension that lowers the body by 23 millimeters (*0.9 in*) further sharpen the car's look and handling.

The paint range for the Audi A4 and A4 Avant comprises twelve colors. The solid paints are brilliant black and ibis white, while the metallic and pearlescent paint finishes are Daytona gray (for the S line exterior only), floret silver, glacier white, Manhattan gray, mythos black, quantum gray (for S line, S model and allroad quattro only), Navarra blue, tango red, terra gray (new) and turbo blue (for the S line exterior only).

Unmistakable: the lighting design

The new headlights in the Audi A4 are available in three versions. They feature LED technology from the basic level, apart from the indicators. The first option includes LED headlights with additionally upgraded daytime running lights, a daytime running light signature, additional functions such as freeway and intelligent cornering lights and dynamic indicators in the rear lights. In the upper part of the headlights, one long and five short light lines make up the contour of the daytime running lights.

As the top-of-the-line system, the matrix LED headlights also provide dynamic indicators and cornering lights as well as an animation. Their fully automatic high beam is radiated by eleven LEDs in each headlight, which sit behind a lens and, just like the adjacent low beam module, have the appearance of an eye. The control unit can switch them on and off or dim them as necessary so that the matrix LED headlights always illuminate the road brightly without blinding other road users. When the car is locked and unlocked, dynamic light animations play in the headlights and rear lights.

The rear lights of the Audi A4 are available in three versions. They, too, are all equipped with LEDs as standard. With the first option, the customer receives the LED rear lights with a specific signature based on the motif of the daytime running lights, and dynamic indicators. In the highest configuration level, the tail light comes with the coming home / leaving home animations just like the headlights.

Light, technical and elegant: the interior design

The interior of the Audi A4 models feels large and generous and combines lightness and high-tech features. On the wide, asymmetrical center console, a storage compartment occupies the position of the previous MMI control terminal, with the rotary control for the volume to its right. The upper edges of the instrument panel and door trims surround the interior as a wrap-around, without leaving the driver and passengers feeling confined.

The interior design is focused on horizontal lines as well as the wide band of air vents and the large decorative surface on the instrument panel. At its center is the standard MMI touch display, the heart of the new operating system centered within the space. With a depth of only 13 millimeters (*0.5 in*), the display is extremely slender.



The front seats in the Audi A4 are anatomically shaped. Sport seats and S sport seats with integrated head restraints, S embossing and a rhombus pattern are available as alternatives to the standard seats. Seat heating is available for all variants. Power adjustment, massage that is performed by three pneumatic cushions and ventilation in the sport seats provide even greater comfort. All steering wheels have a three-spoke design and are equipped with multifunction buttons. Heated and flat-bottomed steering wheel rims and shift paddles for automatic transmission round off the program.

As a Sedan, the Audi A4 offers 460 liters (*16.2 cu ft*) of luggage capacity. In the Avant, it is at least 495 liters (*17.5 cu ft*) – 1,495 liters (*52.8 cu ft*) with the rear seats folded down. The loading sill of the A4 Avant is only 63 centimeters (*24.8 in*) high, while a stainless steel cover protects it from scratches. Upon request, the luggage compartment can be electrically powered. Gesture control is another option available for both the Sedan and the Avant.

With the A4 Avant, a partition net and roof rails come as standard along with the electric luggage compartment cover that is guided up to the D-pillars on rails. A folding luggage compartment mat for variable division of the luggage compartment, the storage and luggage compartment package with nets and tensioning straps and a rail system with load-securing kit are all available as options. The trailer hitch, which is also optional, is electrically released at the press of a button.

Freshly selected: colors and materials

The range of colors and trims separated into the basic, design selection and S line interior package lines have new colors and combinations to offer. With the basic option and the design selection, the instrument panel can be divided into two color zones. You can choose from the tones black and granite gray for the dark, upper area and from atlas beige, rock gray and black for the lighter, lower section. The same colors are also available for the seat upholstery, along with okapi brown, cedar brown and manganese gray.

The S line sport package is dominated by black and gray tones. The sport seats are trimmed with a combination of leather and fabric as standard and feature S embossing, while the pedals and footrest are made from stainless steel. The inlays made from matt brushed aluminum stand in delightful contrast with the elements from the high-gloss package. Contrasting stitching adorns the upholstery, the steering wheel, the center armrest, the armrests in the doors and the floor mats. The illuminated door sill trims bear S logos.

The design selection also awaits with contrasting stitching on the center console and the armrests (both trimmed with artificial leather) as well as on the steering wheel. The door sill trims are illuminated here, too, while edging borders the floor mats. The inlays are in aluminum ellipse gray, the seat upholstery in twin leather (artificial leather with pearl Nappa leather) with contrast stitching. With the highest option level, the customer receives fine Nappa leather.



There is a wide range of upholstery materials to choose from. The sport upholstery fabrics reside at the first option level above the standard fabric upholstery. The next level comprises the leather/fabric combination for the S line interior package and the twin leather for the basic option and the design selection. Above that comes the combination of leather and Alcantara, available for the basic option and the S line interior package. At the top of the range are the fine Nappa leather coverings for the design selection and the S line interior package.

Many of the optional coverings are refined with contrasting stitching, some are also piping. In the design selection, Audi is offering woven piping in silver in combination with twin leather seats for the first time as well as piping in fine Nappa on the seat of the same name.

The large decorative surfaces, particularly the three-dimensional strip on the instrument panel, characterize the appearance of the interior. Audi provides this in diamond paint finish, silver gray, as standard. Alternatively, there are embossed aluminum ellipse gray or silver, matt brushed aluminum (standard with S line), natural gray oak, walnut brown and carbon atlas (optional for the S model). The Audi exclusive range from Audi sport offers further plush materials, such as piano black and carbon twill, a fabric that features a special weaving technique.

When it comes to interior lighting, customers can choose between two alternatives to the standard lighting. The first of these is the ambient lighting package with its white LEDs. The contour/ambient lighting package has an even more pleasant effect. It can be set to one of several profiles and any of 30 colors in different zones. These vary depending on the mode set in the Audi drive select dynamic handling system. In the door trims and in the knee pad, narrow light guides generate dramatic contour lighting.

All materials in the interior have been selected and crafted with particular care. Chrome strips fitted with zero play border the upper edge of the air vents, the control panel for the automatic air conditioning and the automatic selector lever on the center tunnel console. The optional high gloss black fittings that already come as standard in the S line are new to the Audi A4. The recesses for the door handles are directly in the trim strips, while all joints are extremely slender and run in parallel.

Connectivity

Even more communication, even greater safety and comfort – the Audi A4 is a highly connected car. The fully digital MMI operating system offers a user experience similar to a contemporary smartphone and systematically advances the digitalization of the cockpit. The offering in terms of connectivity and driver assistance systems is state-of-the-art.



Touch and talk: the new operating concept

Two years ago, Audi presented its new fully digital operating concept in its flagship, the A8. Now it is being introduced to the Audi A4. The MMI touch technology is transporting Audi's quality standard into the digital age. A large TFT display with acoustic feedback replaces the rotary/pushbutton control on the center tunnel console. It is mounted in the center of the instrument panel and tilted slightly towards the driver. The display is used for controlling the infotainment and some comfort functions as well as for text input by means of handwriting recognition or a virtual keyboard.

The MMI touch display has a 10.1-inch diagonal and a resolution of 1,540 x 720 pixels. Clever detail solutions make operation easy and intuitive. Many features and symbols are configured with long-touch functions, while swiping, scrolling and multifinger gestures are also supported. In addition to complete words, text input also registers letters that are written on top of each other.

The graphic design of the MMI touch display has a deliberately clean, reduced appearance so that information can be understood particularly quickly. The menu structure is lean and intelligent. The MMI search is based on free text input and returns results rapidly. If the driver is looking for a restaurant, for example, a list of hits will appear after just a few letters have been typed.

Instead of using their finger, the driver can also operate the MMI using their voice as natural-language voice control, which understands many of the phrases used in everyday speech. This makes the car an intelligent travel companion. With the optional MMI navigation plus, the voice control uses knowledge from the cloud in addition to the data stored on-board. The user can freely formulate a large number of commands or questions. The system asks questions, if necessary, allows corrections and additions and offers selection options.

The user can switch between different menu areas within a dialog. For example, the user can call a contact from the phone book and then use the associated address as a navigation destination.

Three instrument cluster variants are available: two partially analog driver information systems and – in conjunction with the MMI plus – the all-digital Audi virtual cockpit plus. It has the same graphical interface as the large touchscreen and offers a full HD resolution of 1,920 x 720 pixels on the screen with its 12.3-inch diagonal. The driver can switch between three screens – the classic view, the sport mode and the dynamic mode.

The A4 adapts to the personal requirements of its drivers completely. Personalization allows preferred settings to be stored in up to 14 myAudi user profiles and a guest profile. In doing so, it factors in up to 400 parameters ranging from climate control to frequently selected navigation destinations and favorite media. The car recognizes the particular user from their key when the car is unlocked and activates the associated individual profile automatically. But at the same time, it asks via a prompt on the display after unlocking whether this profile should be retained or a different, individually stored profile should be selected. Thus, one and the same key can be used with different personal profiles.



Another option is the [Audi connect key](#). It lets the driver lock/unlock the vehicle and start the engine using an Android smartphone using near field communication (NFC). Via the myAudi app, the owner of the A4 can pass five digital vehicle keys on to colleagues, friends or family members. An NFC-enabled card supplements the Audi connect key – a practical and secure solution for valet parking, for example.

A [head-up display](#), which projects important information onto the windshield, rounds off the operating concept. Its visual window is in the driver's direct field of vision, with the image appearing 2.1 meters (6.9 ft) away. The eyes, accustomed to a long-range view, do not have to refocus to read the information. The detailed intersection map for navigation is new here.

Infotainment and Audi connect

The optional navigation system in the Audi A4 is now even more versatile and user-friendly. The map uses a new texture and includes detailed 3D models of many large cities. When planning the route, the self-learning navigation system makes suggestions to the driver based on routes driven previously, incorporating experience regarding time of day and traffic density.

The route is calculated online on servers in the back-end, using real-time data for the overall traffic situation. If the data connection is lost while on the move, the navigation system switches to on-board route guidance, which runs along in the background. Audi offers a free update to the navigation database four times a year.

The MMI plus also comes with the [Audi connect](#) and Audi connect plus services, which are likewise free of charge for the first three years. These include the online radio and the hybrid radio, which automatically switches between FM, DAB+ and online stations. Thanks to Audi connect, the A4 also uses the swarm intelligence of the Audi fleet, with the [Car-to-X](#) services online traffic sign and hazard information, for example. The on-street parking service makes it easier to find a parking space on public roads. Traffic light information is a new feature that Audi is offering in selected cities in Germany for the first time: The car receives information from the traffic light central computer via a server so that the driver can choose their speed to match the next green light. The instrument cluster displays a personal speed recommendation as well as the remaining time to the next green light whenever the driver is waiting at a red traffic light. As a result, the system promotes an anticipatory driving style and aids the flow of traffic.

The services of Audi connect emergency call and service, which are already included as standard, form a separate package. They comprise the emergency call, online roadside assistance and Audi service request functions. This package also features the convenient remote services – these allow control certain functions to be controlled via the [myAudi app](#) using a smartphone.

The customer can use the app to access the brand's digital ecosystem and services such as myAudi navigation, which switches seamlessly from the smartphone to the car. The app also supports music streaming and transfers the smartphone calendar to the MMI.



With the Audi A4, it is not only the software that is diverse and attractive but also the range of hardware. The Audi music interface with USB and Bluetooth connection is part of the standard MMI radio. The optional Audi smartphone interface brings Android Auto, Apple Car Play and thus the familiar smartphone environment into the vehicle.

The Audi phone box connects the smartphone to the vehicle's antenna and can charge it inductively. Voice-over-LTE helps to connect faster and makes it possible to use high-speed data transfer and high-resolution online voice telephony (HD Voice) at the same time. Further options are a digital tuner for the radio and two USB C ports in the rear that can also be used to charge external devices.

There are two sound systems to choose from with the Audi A4: the Audi sound system and the Bang & Olufsen 3D Premium Sound System in the front. Of the top system's 19 loudspeakers, two are in the A-pillars and in the front doors respectively – they reproduce the spatial dimension of height. The 16-channel amplifier has an output of 705 watts.

More freedom for customers: functions on demand

The pioneering functions on demand are part of the many innovations set to accompany the market launch of the Audi A4. They allow customers to add on three infotainment functions flexibly as required via the myAudi app, even after purchasing the vehicle. In Germany, these are the MMI navigation plus operating system, the DAB+ digital radio and the Audi smartphone interface.

In terms of vehicle configuration, everything will stay the same for customers. However, for the first time, customers can now also book functions that were not selected during the initial configuration on demand after the vehicle has been delivered to them. There is a choice of various terms. If customers would like to get to know a function first before committing themselves, they can book a one-time, one-month test phase. Customers can extend the booking even during this phase, either for a further month, a year, or permanently. If they decide not to extend the term, the booking expires automatically and without requiring active termination at the end of the term.

Functions are always booked for the particular car, just like during the initial vehicle configuration. When the car is sold, they therefore remain active for the remaining term and can be used by the next owner. The rates for functions on demand are based on the classic price list and are specified for each market. The functions are booked and paid for via the myAudi app or the myAudi Portal.

Safety and comfort: the driver assistance systems

Safety, comfort and confidence – Audi is offering numerous driver assistance systems in the A4 and A4 Avant. Some of them, including Audi pre sense city and multicollision brake assist, are part of the standard equipment. The optional systems are subdivided into the “Tour,” “City” and “Park” packages.



An important system in the assist package “Tour” is the adaptive cruise control including stop & go function – it maintains the distance from the car in front and regulates the vehicle’s speed in line with speed limits as well as for intersections, traffic circles and curves. At speeds of up to 65 km/h (40.4 mph), the integrated traffic jam assist also helps the driver with steering. Audi active lane assist, which uses camera data to guide the car in the lane at speeds greater than 65 km/h (40.4 mph), is its ideal complement. If the driver wishes, predictive efficiency assist can help to promote an economical driving style. It evaluates Car-to-X messages, sensor information, navigation data and traffic signs and helps the driver to slow the car down and accelerate in an anticipatory fashion. As part of this, it outputs instructions on the display when the driver should accelerate, for example. Other modules in the Tour package include turn assist, collision avoidance assist, high-beam assist, camera-based traffic sign recognition and the Audi pre sense front safety system.

In the assist package City, the focus is on detecting close objects around the vehicle. The Audi side assist lane change warning, rear cross traffic assist and the exit warning in the “City” package, for example, depend on the signals from the mid-range radar at the rear. The parking system plus and the reversing camera complete this package. The assist package Park includes the 360 degree cameras and park assist, which automatically steers the car into parallel and perpendicular parking spaces with support from the driver. It can also steer the vehicle out of parallel parking spaces once more.

Drive and suspension

Four-cylinder TDI, six-cylinder TDI and four-cylinder TFSI – Audi will be offering the new A4 and A4 Avant with turbocharged engines in eight output ratings at sales launch in Europe. Their range extends from 100 kW (136 metric hp) to 180 kW (245 metric hp). All engines comply with the Euro 6d-temp emissions standard.

Five engine variants – the Audi A4 30 TDI (combined fuel consumption in l/100 km: 4.3–3.9* (54.7–60.3 US mpg); combined CO₂ emissions in g/km: 113–102* (181.9–164.2 g/mi)), the A4 35 TDI (combined fuel consumption in l/100 km: 4.2–3.8* (56.0–61.9 US mpg); combined CO₂ emissions in g/km: 110–100* (177.0–160.9 g/mi)), the A4 35 TFSI (combined fuel consumption in l/100 km: 6.0–5.5* (39.2–42.8 US mpg); combined CO₂ emissions in g/km: 138–125* (222.1–201.2 g/mi)) the A4 40 TFSI (combined fuel consumption in l/100 km: 6.1–5.8* (38.6–40.6 US mpg); combined CO₂ emissions in g/km: 138–132* (222.1–212.4 g/mi)) and the A4 45 TFSI (combined fuel consumption in l/100 km: 6.9–6.5* (34.1–36.2 US mpg); combined CO₂ emissions in g/km: 157–146* (252.7–235.0 g/mi)) – feature a mild hybrid system (MHEV) based on 12 volts, which reduces consumption while improving comfort. With the other A4 variants, this will gradually be rolled out after the market launch. This broad-based electrification makes an important contribution to reducing everyday running costs. In addition, it is helping to meet the fleet targets for consumption.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



Broad-based electrification: the MHEV system

In real-world operation, the MHEV system can reduce fuel consumption by up to 0.3 liters per 100 kilometers according to Audi measurements. Its key component is a belt alternator starter (BAS) connected to the crankshaft. When the A4 decelerates due to the driver taking their foot off the accelerator, the BAS can recover up to 5 kW of power and feed it into a separate lithium-ion battery with 10 Ah capacity, which is housed in the rear of the car.

If the driver takes their foot off the accelerator between 55 and 160 km/h (*34.2 and 99.4 mph*), the Audi A4 can coast with the engine switched off. The start-stop range has been extended considerably. As soon as the driver accelerates again, the BAS starts the engine quickly and smoothly. From a standing start, it does this even with the brake depressed once the front camera detects that the vehicle ahead is starting to move.

Powerful and efficient: the engines of the Audi A4 models

From 100 to 140 kW: the 2.0 TDI

The four-cylinder TDI with 1,968 cc of displacement is available in three output variants. The entry-level version achieves between 1,500 and 2,750 rpm with a power output of 100 kW (136 metric hp) and 320 Nm (*236.0 lb-ft*) of torque. This engine propels the Audi A4 30 TDI (combined fuel consumption in l/100 km: 4.3–3.9* (*54.7–60.3 US mpg*); combined CO₂ emissions in g/km: 113–102* (*181.9–164.2 g/mi*)). The second version, at home in the A4 35 TDI (combined fuel consumption in l/100 km: 4.2–3.8* (*56.0–61.9 US mpg*); combined CO₂ emissions in g/km: 110–100* (*177.0–160.9 g/mi*)), has an output of 120 kW (163 metric hp) and produces 380 Nm (*280.3 lb-ft*) of torque between 1,500 and 2,750 rpm. The most powerful four-cylinder diesel in the A4, which drives the A4 40 TDI (combined fuel consumption in l/100 km: 5.3–4.9* (*44.4–48.0 US mpg*); combined CO₂ emissions in g/km: 140–131* (*225.3–210.8 g/mi*)), reaches 140 kW (190 metric hp). Between 1,750 and 3,000 rpm, it produces 400 Nm (*295.0 lb-ft*) of torque.

The 2.0 TDI enables powerful driving performance in all versions. The A4 30 TDI propels the Sedan from 0 to 100 km/h (*62.1 mph*) in 9.5 seconds and achieves a top speed of 214 km/h (*133 mph*). With the A4 Sedan 35 TDI, these values are 8.2 seconds and 228 km/h (*141.7 mph*), and 7.7 seconds and 241 km/h (*149.8 mph*) with the A4 Sedan 40 TDI. The NEDC values for fuel consumption and CO₂ emissions correlated from the WLTP data are 4.3–3.9 liters per 100 kilometers (*54.7–60.3 US mpg*) (112–102 grams of CO₂ per kilometer (*180.2–164.2 g/mi*)) for the A4 Sedan 30 TDI, 4.1–3.8 liters per 100 kilometers (*57.4–61.9 US mpg*) (109–100 grams of CO₂ per kilometer (*175.4–160.9 g/mi*)) for the A4 Sedan 35 TDI, and 5.3–4.9 liters per 100 kilometers (*44.4–48.0 US mpg*) (140–131 grams of CO₂ per kilometer (*225.3–210.8 g/mi*))* for the A4 Sedan 40 TDI.

The 2.0 TDI awaits with complex technical solutions – with separate coolant circuits, two balance shafts in the crankcase, a cylinder pressure sensor and substantially reduced internal friction. The versions with power outputs of 100 kW (136 metric hp) and 120 kW (163 metric hp) are part of a new evolutionary stage. Their crankcase is made from aluminum instead of gray cast iron and weighs 20 kilograms (44.1 lb) less as a result. The thermal management has been revised and the common rail injection system operates with a system pressure of 2,200 bar. The pistons are made from forged steel; the crankshaft is now 2.8 kilograms (*6.2 lb*) lighter.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The four-cylinder TDI engines are offered exclusively with a dual-clutch transmission that enables comfortable and highly efficient shifting.

Top-of-the-line diesel: the 3.0 TDI

At the top of the diesel range for the Audi A4 is the 3.0 TDI with 2,967 cc of displacement. It unites supreme power with cultivated refinement and efficiency. The V6, which weighs only around 200 kilograms (*440.9 lb*), combines a wealth of high-tech solutions – highly complex thermal management, minimized friction and a turbocharger with electrically adjustable turbine geometry.

The 3.0 TDI produces 170 kW (231 metric hp) of power and develops 500 Nm (368.8 lb-ft) of torque between 1,750 and 3,250 rpm. It propels the Audi A4 Sedan 45 TDI (combined fuel consumption in l/100 km: 5.5–5.3* (*42.8–44.4 US mpg*); combined CO₂ emissions in g/km: 144–139* (*231.7–223.7 g/mi*)) from 0 to 100 km/h (*62.1 mph*) in 6 seconds and takes it to a top speed of 250 km/h (*155.3 mph*). An even more powerful version of the V6 TDI will follow after the market launch.

From 110 to 180 kW: the 2.0 TFSI gasoline engine

The 2.0 TFSI, which draws its power from its 1,984 cc of displacement, is available in three variants for the Audi A4. In the first, which drives the Audi A4 35 TFSI (combined fuel consumption in l/100 km: 6.0–5.5* (*39.2–42.8 US mpg*); combined CO₂ emissions in g/km: 138–125* (*222.1–201.2 g/mi*)), the four-cylinder produces 110 kW (150 metric hp) of power and 270 Nm (*199.1 lb-ft*) of torque – the latter in the range from 1,350 to 3,900 rpm. In the Audi A4 40 TFSI (combined fuel consumption in l/100 km: 6.1–5.8* (*38.6–40.6 US mpg*); combined CO₂ emissions in g/km: 138–132* (*222.1–212.4 g/mi*)), it is 140 kW (190 metric hp) and 320 Nm (*236.0 lb-ft*) (from 1,450 to 4,200 rpm). In the top-of-the-range version Audi A4 45 TFSI (combined fuel consumption in l/100 km: 6.9–6.5* (*34.1–36.2 US mpg*); combined CO₂ emissions in g/km: 157–146* (*252.7–235.0 g/mi*)), the values are 180 kW (245 metric hp) and 370 Nm (*272.9 lb-ft*), which are available between 1,600 and 4,300 rpm.

The Audi A4 Sedan 35 TFSI accelerates from 0 to 100 km/h (*62.1 mph*) in 8.9 seconds and reaches a top speed of 225 km/h (*139.8 mph*). The Audi A4 Sedan 40 TFSI boasts acceleration from 0 to 100 km/h (*62.1 mph*) in 7.3 seconds and a top speed of 241 km/h (*149.8 mph*). The A4 Sedan 45 TFSI completes the standard sprint in only 5.8 seconds and achieves a top speed of 250 km/h (*155.3 mph*).

The two-liter gasoline engine exhibits many examples of technical finesse. In the versions with power outputs of 110 kW (150 metric hp) and 140 kW (190 metric hp), these include an additional intake manifold injection, which complements the FSI direct injection in part load operation and reduces particulate emissions. The [Audi valvelift system](#) (AVS) adjusts exhaust valve lift over two stages to optimize gas exchange. A compact rotary valve module for thermal management and the exhaust manifold integrated in the cylinder head both make a contribution to efficiency. A gasoline particulate filter ensures a further significant reduction in emissions.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The TFSI variants that produce 110 kW (150 metric hp) and 140 kW (190 metric hp) utilize an additional technology that makes them particularly efficient. The B-cycle combustion process with a shortened compression stroke and a long power stroke has been specially designed for part load operation, by far the most common operating mode. With a moderate style of driving, it allows drivers to experience the efficiency of a small displacement engine; while driving in a sporty style, on the other hand, they benefit from the dynamism and performance of a large engine.

Audi A4 30 TDI	Sedan	Avant
Displacement in cc	1,968	1,968
Max. power output in kW (metric hp) at rpm	100 (136) 3,000–4,400	100 (136) 3,000–4,400
Max. torque in Nm (<i>lb-ft</i>) at rpm	320 (<i>236.0</i>) at 1,500–2,750	320 (<i>236.0</i>) at 1,500–2,750
Top speed in km/h (<i>mph</i>)	214 (<i>133.0</i>)	211 (<i>131.1</i>)
Acceleration 0–100 km/h (<i>0–62.1 mph</i>) in s	9.5	9.8
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	4.3–3.9* (<i>54.7– 60.3</i>)	4.3–4.0* (<i>54.7– 58.8</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	112–102* (<i>180.2–164.2</i>)	113–104* (<i>181.9–167.4</i>)
Drive	Front-wheel drive	Front-wheel drive

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



Audi A4 35 TDI	Sedan	Avant
Displacement in cc	1,968	1,968
Max. power output in kW (metric hp) at rpm	120 (163) at 3,215–4,200	120 (163) at 3,215–4,200
Max. torque in Nm (<i>lb-ft</i>) at rpm	380 (<i>280.3</i>) at 1,500–2,750	380 (<i>280.3</i>) at 1,500–2,750
Top speed in km/h (<i>mph</i>)	228 (<i>141.7</i>)	223 (<i>138.6</i>)
Acceleration 0–100 km/h (<i>0–62.1 mph</i>) in s	8.2	8.5
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	4.1–3.8* (<i>57.4– 61.9</i>)	4.2–3.9* (<i>56.0– 60.3</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	109–100* (<i>175.4– 160.9</i>)	110–101* (<i>177.0– 162.5</i>)
Drive	Front-wheel drive	Front-wheel drive

Audi A4 40 TDI	Sedan	Avant
Displacement in cc	1,968	1,968
Max. power output in kW (metric hp) at rpm	140 (190) at 3,800–4,200	140 (190) at 3,800–4,200
Max. torque in Nm (<i>lb-ft</i>) at rpm	400 (<i>295.0</i>) at 1,750–3,000	400 (<i>295.0</i>) at 1,750–3,000
Top speed in km/h (<i>mph</i>)	241 (<i>149.8</i>)	231 (<i>371.8</i>)
Acceleration 0–100 km/h (<i>0–62.1 mph</i>) in s	7.7	7.9
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	5.3–4.9* (<i>44.4– 48.0</i>)	5.3–5.0* (<i>44.4– 47.0</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	139–131* (<i>223.7–210.8</i>)	140–131* (<i>225.3–210.8</i>)
Drive	Front-wheel drive, quattro option	Front-wheel drive, quattro option

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



Audi A4 45 TDI	Sedan	Avant
Displacement in cc	2,967	2,967
Max. power output in kW (metric hp) at rpm	170 (231) at 3,250–4,750	170 (231) at 3,250–4,750
Max. torque in Nm (<i>lb-ft</i>) at rpm	500 (<i>368.8</i>) at 1,750–3,250	500 (<i>368.8</i>) at 1,750–3,250
Top speed in km/h (<i>mph</i>)	250 (<i>155.3</i>)	249 (<i>154.7</i>)
Acceleration 0–100 km/h (<i>0–62.1 mph</i>) in s	6.0	6.1
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	5.6–5.3* (<i>42.0– 44.4</i>)	5.5–5.3* (<i>42.8– 44.4</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	145–140* (<i>233.4–225.3</i>)	144–139* (<i>231.7–223.7</i>)
Drive	quattro drive	quattro drive

Audi A4 35 TFSI	Sedan	Avant
Displacement in cc	1,984	1,984
Max. power output in kW (metric hp) at rpm	110 (150) at 3,900–6,000	110 (150) at 3,900–6,000
Max. torque in Nm (<i>lb-ft</i>) at rpm	270 (<i>199.1</i>) at 1,350–3,900	270 (<i>199.1</i>) at 1,350–3,900
Top speed in km/h (<i>mph</i>)	225 (<i>139.8</i>)	220 (<i>136.7</i>)
Acceleration 0–100 km/h (<i>0–62.1 mph</i>) in s	8.9	9.2
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.0–5.5* (<i>39.2– 42.8</i>)	6.0–5.6* (<i>39.2– 42.0</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	136–125* (<i>218.9– 201.2</i>)	138–128* (<i>222.1– 206.0</i>)
Drive	Front-wheel drive	Front-wheel drive

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



Audi A4 40 TFSI	Sedan	Avant
Displacement in cc	1,984	1,984
Max. power output in kW (metric hp) at rpm	140 (190) at 4,200–6,000	140 (190) at 4,200–6,000
Max. torque in Nm (<i>lb-ft</i>) at rpm	320 (236.0) at 1,450–4,200	320 (236.0) at 1,450–4,200
Top speed in km/h (<i>mph</i>)	241 (149.8)	238 (147.9)
Acceleration 0–100 km/h (0–62.1 <i>mph</i>) in s	7.3	7.5
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.0–5.8* (39.2– 40.6)	6.1–5.9* (38.6– 39.9)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	137–132* (220.5– 212.4)	138–134* (222.1– 215.7)
Drive	Front-wheel drive	Front-wheel drive

Audi A4 45 TFSI	Sedan	Avant
Displacement in cc	1,984	1,984
Max. power output in kW (metric hp) at rpm	180 (245) at 5,000–6,500	180 (245) at 5,000–6,500
Max. torque in Nm (<i>lb-ft</i>) at rpm	370 (272.9) at 1,600–4,300	370 (272.9) from 1,600 to 4,300
Top speed in km/h (<i>mph</i>)	250 (155.3)	250 (155.3)
Acceleration 0–100 km/h (0–62.1 <i>mph</i>) in s	5.8	6.0
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.8–6.5* (34.6– 36.2)	6.9–6.6* (34.1– 35.6)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	155–146* (249.4– 235.0)	157–149* (252.7– 239.8)
Drive	quattro drive	quattro drive

* Figures depend on the tires/wheels used

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



Tailor-made: power transmission

Manual transmission, S tronic and tiptronic, front-wheel and quattro drive – Audi has tailor-made power transmission technology ready for every A4 engine variant. The entry-level gasoline-driven model is equipped with a six-speed manual transmission and will be available shortly after market introduction. Power transmission in all other engine variants is handled by an automatic transmission. Six of them use the seven-speed S tronic; the eight-speed tiptronic is reserved for the A4 45 TDI (combined fuel consumption in l/100 km: 5.6–5.3* (*42.0–44.4 US mpg*); combined CO₂ emissions in g/km: 145–139* (*233.4–223.7 g/mi*)) with the three-liter diesel engine.

Both automatic transmissions are state-of-the-art. Their lower gears feature short, sporty ratios, while the upper gears are long to reduce revs and fuel consumption. The S tronic and tiptronic transmissions are integrated into the engine's thermal management. Drivers can choose between the modes D, S and E, or shift gears manually using the selector lever or the shift paddles on the steering wheel. Their commands are transmitted to the transmission electrically – by wire.

The seven-speed S tronic impresses with its high level of efficiency. Its two multiplate clutches are arranged axially one behind the other, which reduces drag torque. A centrifugal force pendulum on the two-mass flywheel enables very low operating speeds. The dual-clutch transmission is designed for efficiency-enhancing operation with the MHEV system – for coasting, freewheeling and extended start-stop function.

In the A4 35 TFSI (combined fuel consumption in l/100 km: 6.0–5.5* (*39.2–42.8 US mpg*); combined CO₂ emissions in g/km: 138–125* (*222.1–201.2 g/mi*)), A4 40 TFSI (combined fuel consumption in l/100 km: 6.1–5.8* (*38.6–40.6 US mpg*); combined CO₂ emissions in g/km: 138–132* (*222.1–212.4 g/mi*)), A4 30 TDI (combined fuel consumption in l/100 km: 4.3–3.9* (*54.7–60.3 US mpg*); combined CO₂ emissions in g/km: 113–102* (*181.9–164.2 g/mi*)) and A4 35 TDI (combined fuel consumption in l/100 km: 4.2–3.8* (*56.0–61.9 US mpg*); combined CO₂ emissions in g/km: 110–100* (*177.0–160.9 g/mi*)), the seven-speed S tronic transmits its power to the front wheels.

In the A4 45 TFSI, the quattro drive with ultra technology is standard (combined fuel consumption in l/100 km: 6.9–6.5* (*34.1–36.2 US mpg*); combined CO₂ emissions in g/km: 157–146* (*252.7–235.0 g/mi*)). While the car is being driven with a moderate style, the system uses the efficient front-wheel drive. If all-wheel drive is required, a clutch instantly activates it, in certain situations even predictively. Optimized for efficiency, the quattro drive with ultra technology does not exhibit any perceptible differences from permanent systems in terms of traction and driving dynamics.

The eight-speed tiptronic in the A4 45 TDI is an automatic torque converter transmission that shifts quickly and spontaneously. The layout of its gear sets and shifting elements provide for low drag torques and thus high efficiency. Thanks to an rpm-adaptive damper for attenuating vibrations, the V6 diesel can be operated comfortably even at low speeds.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The eight-speed tiptronic is connected to the quattro permanent all-wheel drive that operates on a purely mechanical level. Designed as a planetary gear, its self-locking center differential sends 60 percent of engine torque to the rear axle and 40 percent to the front during normal driving. When necessary, as much as 85 percent can be directed to the rear and up to 70 percent to the front.

Both quattro drivetrains operate in conjunction with wheel-selective torque control, a software feature of the Electronic Stabilization Control (ESC). During sporty driving, it perfects the handling by very gently braking the wheels on the inside of the curve, thus making the vehicle turn into the curve. The system also complements engine variants with front-wheel drive, although then it only acts on the front wheels.

Harmonious and balanced: the suspension

The balance of the suspension at the intersection point between sportiness and comfort is a great strength of the Audi A4. All engine variants combine great talents – from dynamic handling to a comfortable ride that already comes close to the level of the next higher vehicle class.

Five-link suspensions are used at the front and rear axles of the midsize models, and they can handle the longitudinal and lateral forces acting there separately as a result. The linkages and the subframes are made largely of aluminum. The track width of both the Sedan and the Avant measures 1,572 millimeters (*5.2 ft*) at the front, and 1,555 millimeters (*5.1 ft*) at the rear.

For engine variants with power outputs from 110 kW (150 metric hp), Audi provides dynamic steering. This uses a superposition gear to vary its ratio by up to 100 percent, depending on the car's speed and the mode selected in the Audi drive select dynamic handling system. If necessary, it increases stability and driving safety further with lightning-fast automatic steering inputs.

Customers of the Audi A4 can choose from three alternatives to the standard version for the suspension. The sport suspension lowers the body by 23 millimeters (*0.9 in*). It is available separately or together with the 18-inch wheels in the S line sport package. The suspension with damper control, the second option, comes with particularly comfortable tuning despite the body being lowered by 10 millimeters (*0.4 in*).

It works in an energy-efficient way: Higher power is provided only if the valves are electrically closed to firm up the dampers. Alternative number three is the sport suspension with damper control, which also lowers the body by 23 millimeters (*0.9 in*).

The optional regulated CDC dampers (CDC = Continuous Damping Control) are managed via the electronic chassis platform. Designed as a central chassis control unit, it records a wealth of information about the setup of the car. Using this information about the driving situation, it can control the dampers with high precision and achieve a wide spectrum between dynamic handling and high ride comfort.



Just like the steering, the optional dynamic steering, the automatic transmission, the engine management system and the sport differential, the two suspension options with damper control are integrated in the Audi drive select dynamic handling system (standard from 140 kW/190 metric hp, available as an option below that). Via the MMI system, the driver can decide in which mode – comfort, auto, dynamic, efficiency and individual – these modules should operate. The efficiency mode is available only for engines with more than 300 Nm (*221.3 lb-ft*) of torque, while the MMI plus is a prerequisite for the individual profile.

Many of the wheels for the Audi A4 and A4 Avant are new to the range. In the German market, both models come with 16- or 17-inch alloy wheels as standard depending on the equipment line and engine variant. The S line exterior already features 18-inch wheels. Audi and Audi Sport offer a choice of wheels up to 19 inches in size. As standard, the 18-inch wheels are fitted with tires that exhibit particularly low rolling resistance and therefore further increase efficiency.

A wide range of brakes is also used. Up to the A4 35 TDI (combined fuel consumption in l/100 km: 4.2–3.8* (*56.0–61.9 US mpg*); combined CO₂ emissions in g/km: 110–100* (*177.0–160.9 g/mi*)) and the A4 40 TFSI (combined fuel consumption in l/100 km: 6.1–5.8* (*38.6–40.6 US mpg*); combined CO₂ emissions in g/km: 138–132* (*222.1–212.4 g/mi*)), 16-inch floating caliper brakes are fitted on the front axle. Models with the top-of-the-range engines are stopped by particularly lightweight, 17-inch aluminum fixed caliper brakes. The internally ventilated brake discs on the front axle measure up to 338 millimeters (*13.3 in*) in diameter. On request, Audi supplies the calipers with a red paint finish.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The Audi S4 TDI

Audi is committed to TDI technology: For the first time, both S models in the A4 family are using a V6 diesel engine – the Audi S4 Sedan TDI (combined fuel consumption in l/100 km: 6.3–6.2* *(37.3–37.9 US mpg)*; Combined CO₂ emissions in g/km: 164–163* *(263.9–262.3 g/mi)*) and the S4 Avant TDI (combined fuel consumption in l/100 km: 6.3* *(37.3 US mpg)*; combined CO₂ emissions in g/km: 166–165* *(267.2–265.5 g/mi)*). The 3.0 TDI produces 255 kW (347 metric hp) of power and up to 700 Nm *(516.3 lb-ft)* of torque. A mild hybrid system based on a new 48-volt main on-board electrical system increases efficiency, while the electric powered compressor (EPC) ensures powerful drive-off performance. This combination of power, torque, efficiency and spontaneity is unique in the segment.

The 3.0 TDI: brawny torque

The 3.0 TDI, the most powerful configuration level in Audi's V6 diesel series, combines brawny performance with high efficiency. Its output is 255 kW (347 metric hp), and 700 Nm *(516.3 lb-ft)* of torque is available between 2,500 and 3,100 rpm. The V6 diesel accelerates the Audi S4 Sedan TDI from stationary to 100 km/h *(62.1 mph)* in 4.8 seconds; in the S4 Avant TDI it is 4.9 seconds. Top speed is electronically governed at 250 km/h *(155.3 mph)*.

The drive of the S TDI models integrates the EPC and mild hybrid technology (MHEV). Both systems are embedded in the standard 48-volt main on-board electrical system. For the first time, a powerful 48-volt belt alternator starter is the heart of the mild hybrid system in the S4 TDI, with maximum recuperation power during braking of up to 8 kW. A DC/DC converter transforms this voltage for the components in the 12-volt network. An additional compact air-cooled lithium-ion battery with a capacity of 0.5 kWh installed under the luggage compartment floor serves as the energy center.

The EPC: fast support for the turbocharger

The electric powered compressor is installed in a bypass downstream of the intercooler close to the engine. If the power demand from the driver is high but the energy available in the exhaust flow is low, the bypass valve closes and directs the intake air into the EPC, which performs the second stage of compression. With an output of up to 7 kW, a compact electric motor accelerates its compressor wheel to 65,000 rpm in approximately 300 milliseconds.

Thanks to the support of the EPC, the power of the 3.0 TDI is available immediately whenever the driver wants it. The EPC preempts any hint of turbolag, thus enabling instant responsiveness in all driving situations, whether overtaking or accelerating out of a curve. During relaxed driving, the technology ensures strong torque at the lower end of the rpm range, meaning fewer downshifts are required. From a standing start, both S models quickly move several meters ahead of comparable vehicles without an EPC.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



MHEV technology: recuperate or coast

The mild hybrid system in the S models has the potential to reduce customer fuel consumption by as much as 0.4 liters per 100 kilometers. There is a water-cooled 48-volt belt alternator starter (BAS) at the front end of the 3.0 TDI, which is connected to the crankshaft via a particularly resilient poly-V-belt. The BAS recovers up to 8 kW of power during braking. It works together closely with the TDI, which can therefore be operated closer to its ideal load point in many situations. This improves efficiency.

When drivers take their foot off the accelerator pedal at a speed between 55 and 160 km/h (*34.2 to 99.4 mph*), the car can coast for up to 40 seconds with the engine shut off completely. The lithium-ion battery continues to supply electricity. The drive management decides in each individual situation whether coasting, freewheeling, or recuperating is more efficient. To do so, it uses the information from the navigation and the on-board sensors. The energy supplied to the BAS flows into the 48-volt storage battery or directly to the electrical consumers.

The mild hybrid system not only reduces fuel consumption; it also provides greater comfort and convenience. The conventional starter is only used to start the car initially, when cold engine oil requires high forces. When the driver presses the accelerator pedal again after a coasting phase or a stop, the BAS restarts the TDI as required by the driver's wishes and the situation, from very smoothly to very quickly. Start-stop operation begins at a speed of 22 km/h (*13.7 mph*). When stopped, the engine restarts as soon as the car in front starts to move, even if the brake is depressed.

The engine: torquey and efficient

The 3.0 TDI is a high-tech engine. Its common rail system injects fuel at a pressure of up to 2,500 bar. Crankshaft, pistons, connecting rods and oil management have been designed for high demands, and sophisticated measures have been taken to reduce friction in the crankshaft and camshaft drive. The oil cooler, the EPC, the BAS and the compressor case of the turbocharger are integrated into the coolant flow as needed.

The large turbocharger generates up to 2.4 bar of relative charging pressure. Its variable turbine geometry is optimized for low-loss flow. The external low-pressure exhaust gas recirculation system extracts the exhaust gas downstream of the particulate filter. This makes it possible to drive the turbocharger with the full mass flow, significantly increasing its efficiency.



Audi S4 TDI	Sedan	Avant
Displacement in cc	2,967	2,967
Max. power output in kW (metric hp) at rpm	255 (347) 3,850	255 (347) 3,850
Max. torque in Nm (<i>lb-ft</i>) at rpm	700 (<i>516.3</i>) at 2,500-3,100	700 (<i>516.3</i>) at 2,500-3,100
Top speed in km/h (<i>mph</i>)	250 (<i>155.3</i>)	250 (<i>155.3</i>)
Acceleration 0-100 km/h (<i>0-62.1 mph</i>) in s	4.8	4.9
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.3-6.2* (<i>37.3- 37.9</i>)	6.3 (<i>37.3</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	164-163* (<i>263.9- 262.3</i>)	166-165* (<i>267.2- 265.5</i>)
Drive	quattro drive	quattro drive

* Figures depend on the tires/wheels used

Audi offers the S4 Sedan and the S4 Avant with a gasoline engine, the 3.0 TFSI, in markets outside Europe. The turbocharged direct injection engine has an output of 260 kW (354 metric hp) and produces a hefty torque of 500 Nm (*368.8 lb-ft*) from 1,370 to 4,500 rpm. The V6 engine propels the S4 Sedan TFSI from 0 to 100 km/h (*62.1 mph*) in 4.7 seconds and up to an electronically governed top speed of 250 km/h (*155.3 mph*). The standard sprint takes two tenths of a second longer in the S4 Avant TFSI.

The eight-speed tiptronic: lightning-fast and smooth

The 3.0 TDI works in conjunction with an eight-speed tiptronic that enables comfortable and highly efficient shifting. New detail solutions improve its cooperation with the MHEV system. A clutch in the central transmission interrupts the flow of power when the car is rolling and the engine is either idling or shut off. When coasting, an electric oil pump independent of the combustion engine makes it possible to engage the gear required at restart. Narrow springs at the multi-plate brakes in the gear sets separate the plates from one another, thus reducing drag torque.

The two-mass flywheel includes an rpm-adaptive damper that largely attenuates the vibrations of the V6 diesel that occur at very low engine speeds.

The quattro permanent all-wheel drive: self-locking center differential

The quattro permanent all-wheel drive endows the S models with sporty dynamism, high stability and firm grip. When a sporty driving style is adopted, the wheel-selective torque control perfects handling. As a complement to the quattro drive, the sport differential is available upon request. It can shift the power between the rear wheels as required during dynamic cornering.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The sport suspension: control in millisecond cycles

The suspension makes a major contribution to the dynamics of the S models. The standard S sport suspension lowers the body by 23 millimeters (*0.9 in*) compared to the A models. Dynamic steering is available as an option. In addition, Audi offers an S-specific sport suspension with damper control on request. This is managed via the electronic chassis platform (ECP), which controls the optional sport differential too. Both modules are also integrated into the Audi drive select dynamic handling system. The driver can adjust its function by switching between the profiles comfort, auto, dynamic, efficiency and individual (only with the MMI plus).

18-inch wheels with 245/40-series tires are standard on the S TDI models. 19-inch wheels with 255/35-series tires are optional. The brakes are large and powerful – the ventilated discs on the front axle measure 375 millimeters (*14.8 in*) in diameter. They are gripped by black (or optionally red) six-piston fixed calipers with S logos. The Electronic Stabilization Control can be deactivated partially or completely.

The design: sporty expression

The redrawn exterior of the S4 Sedan TDI and S4 Avant TDI bears all the hallmarks of the current Audi design language – with sporty accents. A slit below the hood is reminiscent of the brand icon, the original Audi quattro. Silver frames structure the large air inlets that are filled with honeycomb grilles. The S TDI models are equipped with LED headlights as standard. When viewed from the side, the silver exterior mirror housings and the strongly contoured sill trims – also silver – are particularly eye-catching. On the roof of the S4 Avant TDI, the aluminum-look rails and the long spoiler create accents. With the Sedan, the spoiler is integrated into the luggage compartment lid.

At the rear, LED lights with dynamic indicators come as standard. The large diffuser in matt dark chrome with a silver trim contains a honeycomb insert. Ribs subdivide its lower section, which frames the four chrome-plated exhaust tailpipes. S badges adorn the outer skin and the illuminated door sill trims. Paint finishes in Daytona gray, quantum gray and turbo blue are reserved for the S models (as well as the S line exterior).

From the headlining to the carpet, the interior of the S TDI models is characterized by cool black. The sport seats with S embossing come as standard – S sport seats with integrated head restraints and rhombus pattern are available on request. The upholstery is optionally embellished with contrasting stitching and, for climate-controlled seats, with piping in twin leather. Further combinations are leather/Alcantara or fine Nappa leather. As a top-of-the-line offer, Audi has a super sport seat that is available in fine Nappa leather – in terms of colors, you can choose from black, rotor gray and magma red. The pedal caps and the footrest are made of stainless steel; the inlays are made of matt brushed aluminum or optionally carbon atlas.



The optional Audi virtual cockpit plus presents all displays in a specific look, beginning with the welcome screen. The driver can change the display by switching between the sport mode and the S mode, where the rev counter takes center stage.

If they have the tiptronic operate in manual mode and delays changing gears, a shift light indicates the imminent gear change to the driver. There are displays for the engine oil temperature, the boost pressure of the turbocharger and lap times at a racetrack.

With a wide range of connectivity solutions and assist systems, the Audi S4 Sedan TDI and the S4 Avant TDI make driving even more relaxed and comfortable. The S models with TDI engines have been available to order on the European market since May 2019. This includes popular equipment options from the Audi A4 Sedan – when compared with the A4 Sedan 45 TDI quattro tiptronic (combined fuel consumption in l/100 km:

5.5–5.3* (42.8–44.4 US mpg); combined CO₂ emissions in g/km: 144–139* (231.7–223.7 g/mi)) with a power output of 170 kW (231 metric hp), for example – valued at around 6,400 euros as standard. These include LED headlights with dynamic rear indicators, S sport suspension with tautly tuned suspension and damping, 18-inch wheels, power-adjustable front sport seats with Alcantara leather and S embossing, and sportily contoured bumpers.

The Audi A4 allroad quattro

For ten years, Audi has built an allroad variant of the Audi A4 Avant – in its latest version it remains the top all-rounder for on-road and off-road driving. Thanks to its standard quattro all-wheel drive and increased ground clearance, the A4 allroad quattro combines high ride comfort with good off-road qualities.

The Audi A4 allroad sets itself apart from the A4 Avant with characteristic details. The bumpers at the front and rear, the wide wheel arch trims and the side sill come in the color structured gray as standard. As an option, Audi can supply them in Manhattan gray or in body color; there are silver inlays for the sills. The underbody protection gleams in silver; while the diffuser insert comes in matt black. An “allroad” logo decorates the tailgate – the raised roof rails completes the robust look.

At market launch, the A4 allroad quattro will be available with a 45 TFSI, 2.0 TFSI with 180 kW (245 metric hp) and an S tronic transmission. (Combined fuel consumption in l/100 km: 6.8–6.6* (34.6–35.6 US mpg); combined CO₂ emissions in g/km: 155–150* (249.4–241.4)). Two further diesel engine variants will follow later.

With all of the allroad variants, the engine torque is transferred to all four wheels – but in different ways. While the 45 TFSI uses the seven-speed S tronic and the quattro drive with ultra technology, the two engine variants deploying later will feature the quattro permanent all-wheel drive.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.*



Audi A4 allroad quattro 45 TFSI	
Displacement in cc	1,984
Max. power output in kW (metric hp) at rpm	180 (245) at 5,000–6,500
Max. torque in Nm (<i>lb-ft</i>) at rpm	370 (<i>272.9</i>) at 1,600–4,300
Top speed in km/h (<i>mph</i>)	247 (<i>153.5</i>)
Acceleration 0–100 km/h (<i>0–62.1 mph</i>) in s	6.1
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.8–6.6* (<i>34.6– 35.6</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>):	155–150* (<i>249.4– 241.4</i>)
Drive	quattro drive

The suspension of the Audi A4 allroad quattro displays some special characteristics. Together, the ride height, which has been slightly increased compared with the Audi A4 Avant, and the larger wheels provide an additional 35 millimeters (*1.4 in*) of ground clearance. The track has been widened by 6 millimeters (*0.2 in*) at the front and 11 millimeters (*0.4 in*) at the rear. As an alternative to the standard suspension, a suspension with damper control is available that is managed by the electronic chassis platform (ECP).

In the Audi A4 allroad quattro, Audi drive select is equipped with extended functions. The driver can choose from the profiles comfort, auto, dynamic, efficiency, individual (only with the MMI plus) and offroad. The latter program combines the functions of traction control, stabilization control, ABS and hill descent control. One push of the button in the MMI operating system is enough to convert all of the systems to off-road conditions. The standard equipment of the Audi A4 allroad quattro includes 17-inch wheels – Audi and Audi Sport offer variants up to 19-inches in size as options. The internally ventilated brake discs on the front axle measure up to 338 millimeters (*13.3 in*) in diameter.

As in the A4 Avant, the luggage compartment has a capacity of at least 495 liters (*17.5 cu ft*) – this increases to 1,495 liters (*52.8 cu ft*) with the rear seats folded down and cargo loaded to the roof. The power luggage compartment cover and the electric drive for the tailgate are standard. A sensor control, a swivel trailer hitch, a folding mat and the load-securing kit with rail system are available on request.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The remainder of the equipment for the A4 allroad quattro as well as the colors and materials in the interior are identical to the offer for the Audi A4 Avant. Here, too, it is possible to choose between the basic, design selection and S line interior package lines. Customers have been able to order the A4 allroad quattro with a 45 TFSI with 180 kW (245 metric hp) since June 2019 starting from 50,100 euros.

The Audi A4 edition one special edition model

Customers can also order the Audi A4 edition one, a special edition starting at 53,300 euros. It is available as a Sedan or Avant with a choice of three engine variants – the 2.0 TFSI with a power output of 180 kW (245 metric hp), the 2.0 TDI with an output of 140 kW (190 metric hp) and the 3.0 TDI with 170 kW (231 metric hp). An even more powerful V6 diesel will follow a little later.

The exterior design of the Audi A4 edition one builds on the S line exterior, supplemented by the black styling package. This accentuates the four rings, which are also found on the fenders as a film, the Singleframe, the exterior mirror housings, the side sills and the front blade. The roof of the Sedan, its rear spoiler and the rails of the Avant are also painted black. The Avant is equipped with a large roof edge spoiler in body color. When occupants are getting into the vehicle, the Audi rings are projected onto the ground by LED lights. The LED headlights, the sport suspension and red brake calipers round off the equipment. For the exterior color, there is a choice of Daytona gray, terra gray and quantum gray.

In the interior, the customer can choose between the design selection and the S line interior package. The design selection comes with okapi brown sport seats in twin leather, complete with contrasting stitching and piping. The S line interior package is enhanced by black sport seats with leather/Alcantara upholstery and contrasting stitching (S sport seats on request). In both cases, the inlays are made of aluminum, either matt brushed or dark. For the quattro models, there is a choice of carbon atlas trims.