

AUDI AG
Product and Technology Communications
85045 Ingolstadt, Germany
Tel: +49 (0)841 89 32100
Fax: +49 (0)841 89 32817

March 2014

Audi News

Audi TT Coupé and Audi TTS Coupé	2
Audi TT quattro sport concept	15
Audi S1 and Audi S1 Sportback	19
Audi S3 Cabriolet	22
Audi ultra models	28

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.

Emotion, dynamism and high-tech – The new Audi TT

A completely revised edition of a modern classic is ready to take center stage: The Audi TT and Audi TTS will celebrate their world premieres at the Geneva Motor Show (these vehicle are currently not available for sale. they do not yet have a general type approval and are therefore not covered by Directive 1999/94/EC.). The third generation of the compact sports car is again captivating, with its emotional design and dynamic qualities. The new Coupé is characterized by the use of innovative technologies in its engine and in its control and display concept, including the Audi virtual cockpit.

“The Audi TT is the epitome of an authentic design icon and a top-performance driving machine,” explains Prof. Dr. Ulrich Hackenberg, Member of the Board of Management of AUDI AG for Technical Development. “With the new generation, we are making this technology even easier for the driver to experience – just as they would expect from a real sports car.”

Exterior design

When the first-generation Audi TT came on the market in 1998 it was a design revolution – its strictly geometrical, formally coherent design language made it an icon with huge charisma. For the third TT generation, the Audi designers have returned to many of these ideas and placed them in a new context that is as dynamic as it is diverse.

The front of the new TT is dominated by horizontal lines. The Singleframe grille is much broader and flatter than that of the previous model, with a powerful line dividing it into two zones. Starting in the top corners of the grille, sharp contours run in a V across the hood, which bears the four Audi rings – as on the Audi R8 high-performance sports car (combined fuel consumption in l/100 km: 14.9 – 12.4 (15.79 – 18.97 US mpg); combined CO₂ emissions in g/km: 349 – 289 (561.66 – 465.10 g/mile)). The air intakes feature struts that direct part of the flow away from the front to the flanks.

The flat headlights give the new TT's face a determined look. Xenon plus units are standard, and Audi can optionally provide LED headlights or ones in pioneering Audi Matrix LED technology, where the high beam is generated by controllable individual LEDs. On both versions, there is an unmistakable contour created by the separating strip in the headlights, which is illuminated by light guides.

The Matrix LED headlights consist of 12 LEDs and include another Audi innovation: dynamic turn signals that light up sequentially in the direction in which the driver is steering. The predictive cornering light uses navigation data to move the cone of light into the curve before the steering wheel is turned.

From the side, the new Audi TT is equally lean and muscular; it rests low on the road as if ready to pounce. At 4.18 meters (*13.71 feet*), the Coupé is almost exactly the same length as its predecessor, though its wheelbase has grown by 37 mm (*1.46 in*) to 2,505 mm (*8.22 ft*), making for especially short overhangs. It is 1,832 mm (*6.01 ft*) wide, and has the same height as the previous model at 1,353 mm (*4.44 ft*).

A lot of the details of the new Audi TT's profile are reminiscent of the first-generation of the modern classic. The contour of the sill creates a striking refracting edge, while the broad wheel arches form their own geometric bodies. The front wheel arch breaches the line of the hood, which continues over the door as a tornado line and runs almost horizontally through to the tail as a strong body shoulder.

The flat greenhouse gives the impression of being an independent unit and the slight kink in the rear side window gives it additional tension. The fuel flap on the right side panel is the classic circle and surrounded by socket screws; a light tap on the TT logo and the flap opens. This shape is again reminiscent of the first-generation TT. What is new is that there is no tank lid beneath the flap. This means that there is nothing to be unscrewed and the pump nozzle slots straight into the tank neck, just like in motor racing.

Specifically at the tail, horizontal lines underline the impression of the new TT's sporty width. Together with the LED and Audi Matrix LED headlights, the tail lights also have dynamic turn signals. Another parallel to the front headlights: the strip in the tail lights, which also form a daytime running light contour – another Audi innovation. The third brake light is an extremely narrow strip positioned under the edge of the rear spoiler. It plays an essential part in defining the tail light silhouette.

At a speed of 120 km/h (*74.56 mph*) a spoiler extends from the trunk lid to improve both air resistance and downforce. All models have two large round exhaust tailpipes. These are again reminiscent of the original TT. Like all Audi S models, the TTS exhales through four oval tailpipes.

The optional S line exterior package makes the design of the bumpers, air intakes, Singleframe grille, sills and the rear diffuser even sharper and sportier. And handling is even more dynamic, with 18" wheels and a body that rests 10 mm (*0.39 in*) lower.

Body

Lightweight construction is one of Audi's greatest areas of expertise. The second-generation Audi TT already featured an Audi Space Frame (ASF) body made from aluminum and steel. For the new TT, Audi has systematically taken this composite construction principle even further, in line with the idea: the right amount of the right material in the right place for optimal functions.

The Coupé's underbody structure has optimized axle loads and is made of modern, high-strength and ultra-high-strength steel alloys. In the sections of the passenger cell that are subject to the most structural stress, form-hardened steel panels, which are both ultra-high-strength and light are used – these constitute 17 percent of the body's weight. The side sills and roof frame are made of extruded aluminum profiles that are integrated into the structure using cast aluminum nodes. This structural principle creates a very rigid and safe bodyshell. The aluminum side sections and roof complete the structure. The hood, doors and trunk lid are also made of this light metal.

All in all, the Audi engineers have, for the second time in a row, succeeded in significantly reducing the unladen weight of the Audi TT. At the first model change in 2006, up to 90 kg (198.42 lb) were saved, and the 2.0 TFSI engine variant of the new TT weighs just 1,230 kg (2,711.69 lb). This makes it around 50 kg (110.23 lb) lighter than its predecessor.

The low overall weight is further proof of Audi's expertise in lightweight construction. It impacts positively especially on acceleration, handling and fuel consumption.

Interior

Clearly structured volumes with a taut surface and light, almost floating lines – the interior is the embodiment of the new Audi TT's pure sports car character. As with the exterior, horizontal lines and surfaces emphasize the width of the interior. The center tunnel console, which supports the calves when driving fast through bends, and the door panels have similar flowing shapes.

The rule was once again: "less is more." Clear, purist lines underscore both the lightness and the uncompromising sportiness of the Audi TT's interior. Two other ingenious design and technically innovative tricks enabled the designers to create an instrument panel that is impressively slender: The instrument cluster and the MMI screen have been combined to form a central, digital unit – the so-called Audi virtual cockpit. In addition, the controls for the air conditioning system are positioned directly in the air vents.

Seen from above, the instrument panel resembles the wing of an aircraft; the round air vents – a classic TT feature – are reminiscent of jet engines with their turbine-like design. The vents also contain all the controls for the standard air conditioning system and the optional automatic air conditioning system (standard in the TTS). The controls for seat heating, temperature, direction, air distribution and air flow strength are located at their center; the setting selected is shown on small displays in the automatic air conditioning system. The horizontal control panel is located under the central air vents. The 3D-designed toggle switches activate the hazard warning lights, Audi drive select and the assistance functions.

The standard sports seats in the new Audi TT have integrated head restraints and are positioned lower than in the predecessor model. Compared with the seats in the predecessor model, they are more than five kilograms (*11.02 lb*) lighter. As an option – and as standard in the TTS – there are newly developed S sport seats with highly contoured and pneumatically adjustable side sections that are exceptionally comfortable and provide excellent support.

The new multifunction steering wheel has a flattened rim, and aluminum-look clasps encompass the spokes. It also has a driver airbag that takes up 40 percent less space without compromising safety, and hence emphasizes the sense of visual lightness.

Countless details demonstrate the high standards which Audi places on interior design and craftsmanship. They include the newly designed, split gear lever, the very precisely engaging MMI rotary pushbutton and the finely finished loudspeaker covers with light guides in the optional Bang & Olufsen sound system.

As a 2+2 seater, the new Audi TT is a sports car that is highly suitable for everyday use. The trunk has a capacity of 305 liters (*10.77 cubic feet*), which is 13 liters (*0.46 cubic feet*) more than before, and can be extended by folding the rear seat backrests forward.

Colors and equipment

The new Audi TT offers a far more distinct and colorful range of colors than its predecessor. There are 11 exterior colors, one of which is exclusively for the S line. Seven of the colors in the range are new for the TT, and two of these are completely new for Audi: Nano Gray and Tango Red. There are also two additional paints available for the TTS – crystal-effect Panther Black and the highly expressive Sepang Blue.

There is a completely new range of colors for the interior, too – the Audi TT and the TTS each offer three interior colors to choose from. For the first time, Audi is offering a two-tone interior including sporty contrasting stitching for S line models.

The equipment for the new Audi TTS includes extended interior elements that add individually selectable color accents to the S sport seats clasps, the sides of the center console and the rings of the air vents. Customers with exquisite taste have many options for customization. Upholstery in various cloths and leather grades are available for the seats, as well as three leather packages. The S sport seats have characteristic diamond quilting in the center section.

One special highlight is the exclusive design selection which comprises a combination of two fine leather colors: dark murillo brown on the seats and a slightly metallic shimmering stone-grey pearl on the armrests, knee supports and cowl. Alternating contrasting stitching, dark aluminum, matching paint for the extended interior elements and a special woven floor mat are further features of this elegant upholstery and trim.

For the TTS, the Audi designers have come up with an innovative technical laser texture for the wings of the instrument panel: It has a honeycomb-patterned, slightly raised surface that gives the Audi TTS a unique sporty feel.

Controls and displays

The operating concept for the new TTS has been revised from the ground up – in line with the consistent sports car character, all the elements focus on the driver. There are two variants of the multifunction steering wheel available. Drivers selecting the top version can activate almost all functions from the steering wheel without taking their eyes off the road.

The second control unit is the likewise newly developed MMI terminal on the console of the center tunnel. Two toggle switches activate the navigation/map, telephone, radio and media menus. There are two buttons on both sides of the central rotary pushbutton, supplemented by a main menu and a back button. The driver can easily enter destinations using the touchpad on the top of the rotary pushbutton (from the Connectivity package upwards) – the MMI touch recognizes your personal handwriting. It is also possible to scroll through lists or zoom in on maps.

The menu structure of the MMI resembles that of a smartphone, including the free-text search. All important functions can be accessed directly. One special highlight is the MMI direct search. This enables you to start writing immediately when navigating, without having to use a set form. In most cases, inputting four letters is enough for you to see relevant destinations throughout Europe. The two side buttons activate context-dependent functions (right button) and options (left button). The operating logic is easy to understand and conveys a completely novel “joy of use.”

Alongside the operations possible using the control panel, the Audi TT offers a further possibility: the voice control system. Audi is also breaking new ground in this area, too. For the first time in the Audi TT, natural voice controls are used that enable simple commands – such as “Take me to Munich” or “I want to talk to Sabine” – to control the vehicle systems without having to take your hands off the steering wheel.

Instead of the conventional analog displays, the new TT has the Audi virtual cockpit on board – this fully digital instrument cluster sets new standards with its dynamic animations and precise graphics. Drivers can choose between two display modes: In the classic view, the speedometer and rev counter are in the foreground; in “infotainment” mode the virtual instruments are smaller. The space that becomes free as a result provides ample room for other functions, such as the navigation map. In the Audi TTS there is a third, sporty mode. Here, the centrally positioned rev counter dominates the display.

With a resolution of 1,440 x 540 pixels, the 12.3” TFT screen boasts brilliantly sharp images. At work in the background is a Tegra 30 graphic processor from market leader Nvidia’s Tegra 3 series. At the lower edge of the Audi virtual cockpit, the displays for outside temperature, time and mileage are permanently visible. Warning or information symbols may also appear there.

Engine

(All consumption and output figures are provisional)

Audi offers the new TT and TTS with three different four-cylinder engines with turbocharging and direct injection. Their power output ranges from 135 kW (184 hp) to 228 kW (310 hp). The two TFSI gasoline engines and the TDI combine athletic power with trailblazing efficiency. The start-stop system is a standard feature.

For the launch of the TT, the 2.0 TDI will be available with manual shift and front-wheel drive. It delivers 135 kW (184 hp) and torque of 380 Nm (*280.27 lb-ft*). The new sports car can thus accelerate from 0 to 100 km/h (*62.14 mph*) in 7.2 seconds and reaches a top speed of 235 km/h (*146.02 mph*). Standard fuel consumption is a mere 4.2 liters per 100 km (*56.00 US mpg*), which translates into CO₂ emissions of 110 g/km (*177.03 g/mile*), a new record low level in the sports car world.

The 2.0 TDI features two balancer shafts in the crankcase, adjustable camshafts and a common rail injection system delivering maximum pressure of 2,000 bar. The Audi TT 2.0 TDI meets the Euro 6 standard and, thanks to its high efficiency, bears the “ultra” label.

The 2.0 TFSI is available in two versions – a 169 kW (230 hp) version for the TT and a 228 kW (310 hp) version for the TTS. In both versions it unites various ultramodern technologies – the additional indirect injection supplementing the direct injection of the FSI, the Audi valvelift system (AVS) to adjust the valve stroke on the exhaust side and thermal management, which uses a rotary valve module and an exhaust manifold integrated into the cylinder head.

In the Audi TT, the 2.0 TFSI delivers torque of 370 Nm (*272.90 lb-ft*) from 1,600 to 4,300 rpm. It accelerates the Coupé – which has a six-speed manual transmission and front-wheel drive – from 0 to 100 km/h (*62.14 mph*) in 6.0 seconds, and on up to an electronically governed top speed of 250 km/h (*155.34 mph*).

On the version with six-speed S tronic and quattro all-wheel drive, the key figures are as follows: the sprint from 0 to 100 km/h (*62.14 mph*) takes 5.3 seconds; top speed is 250 km/h (*155.34 mph*); fuel consumption of 6.8 liters per 100 km (*34.59 US mpg*) and CO₂ emissions of 159 g per km (*255.89 g/mile*). The dual-clutch transmission shifts through the six gears without any noticeable interruption in traction, and in manual model it can be controlled by paddles on the steering wheel. In the “efficiency” mode of Audi drive select, the S tronic selects freewheel as soon as the driver takes his or her foot off the gas pedal.

The Audi TTS is a peak performer. It covers the standard sprint in 4.7 seconds; its top speed is electronically governed at 250 km/h (*155.34 mph*). The 2.0 TFSI produces 380 Nm (*280.27 lb-ft*) of torque at an engine speed of between 1,800 and 5,700 rpm. Controllable flaps in the exhaust system modulate the sporty sound and make it even richer. A manual transmission is standard. The S tronic option includes launch control, which regulates maximum acceleration from a standstill.

quattro drive

In the new Audi TT, quattro permanent all-wheel drive delivers additional stability, traction and driving fun. It has been consistently advanced and optimized especially for the new TT. Its electro-hydraulically controlled multi-plate clutch is mounted on the rear axle. The special pump design reduces weight by around 1.5 kg (*3.31 lb*) compared with the previous model. The distribution of drive torque between the axles is controlled electronically within fractions of a second.

The intelligence of quattro drive – in other words, the software that determines precisely the possible torque distribution between the front and rear axles – is a completely new development especially for the TT. The innovative control philosophy continuously senses the ambient conditions, driving status and the driver’s wishes. This means that the ideal distribution of torque is calculated and the TT’s dynamic drive characteristics enhanced in every situation.

By networking quattro drive with Audi drive select, the driver of the new Audi TT can adjust the all-wheel-drive properties to suit his or her individual requirements. In “auto” mode, this produces optimum traction and balanced driving dynamics. In “dynamic” mode, torque is distributed to the rear axle earlier and to a higher degree, which means that driving dynamics are enhanced further, especially on surfaces with low friction coefficients.

Alongside optimizing the driving dynamics, the advances made to quattro drive also focused on the subject of efficiency. In the drive select “efficiency” mode the torque distribution is adjusted to optimize the level of efficiency. Determining driving conditions and driver type precisely allows for efficiency-optimized all-wheel-drive control – which can even result in the temporary shutdown of the quattro drive system. In this operating state, the intelligent software carefully monitors the driving situation and activates the all-wheel drive before torque is once again required at all four wheels. In this way, quattro drive provides optimum efficiency along with a level of traction and dynamic handling that is typically quattro.

Chassis

The chassis also reflects the technological expertise behind the new Audi TT. The front suspension is based on a McPherson system; aluminum components reduce the weight of the unsprung chassis masses. The four-link rear suspension can process the longitudinal and transverse forces separately.

One particular highlight is the new third generation of the adaptive damper control system, Audi magnetic ride. Compared with the previous version, it has been improved in terms of characteristic spread, control dynamics and precision as well as user friendliness. Audi magnetic ride can be adjusted to three settings (comfort – auto – dynamic) via Audi drive select and, at the press of a button, either makes the compact sports car hug the road more tightly or lets it glide smoothly across the road irrespective of which mode the driver selects. Magnetic ride technology delivers ultra-swift wheel-selective control of the damper forces, which means that in all driving situations there is optimum contact between wheel and road.

In this way, the new Audi TT's superb driving dynamics are further optimized, and body control also ensures good comfort behavior. The system is unique in this market segment. Audi magnetic ride is standard on the Audi TTS and is available as an option for all other TT versions.

Another highlight is the standard progressive steering – its rack is designed such that the ratio becomes more direct as the steering is turned. In this way, the new TT can be steered agilely and precisely with little movement of the steering wheel in downtown traffic and on winding country roads. The electromechanically driven and thus highly efficient progressive steering adapts its assistance to speed and forms the basis for the optional assistance systems – Audi active lane assist and park assist.

With its elaborate chassis design and firm setup, the new Audi TT handles superbly in all situations. The body is lowered by 10 mm (*0.39 inch*) on the TTS, with the S line sport package and with the adaptive damper control system, Audi magnetic ride.

The dynamic driving system known as Audi drive select is an option for the new Audi TT, but standard on the TTS. It controls the engine characteristics and the steering assistance. The driver can choose between comfort, auto, dynamic, efficiency and individual modes. In addition, Audi drive select influences several optional modules – the S tronic, quattro drive, the Audi magnetic ride system, which at the press of a button makes the compact sports car hug the road even more closely, and the engine sound. In efficiency mode, Audi drive select influences the air conditioning and the start-stop system accordingly.

There are 11 different wheel versions available. The TT 2.0 TFSI and the 2.0 TDI come as standard with 17" forged wheels in five-spoke design, each of which weighs only 8.7 kg (*19.18 lb*), and with size 225/50 tires. On request, Audi can supply other wheel designs with diameters of 17", 18" or 19", and tires up to 245/35 R19. quattro GmbH also offers wheels with a diameter of up to 20".

The front discs are ventilated and, depending on engine version, have a diameter of up to 338 mm (13.31 in). The new electromechanical parking brake that the driver actuates by pressing a button is integrated into the rear braking system. The TTS uses newly developed aluminum fixed-caliper brakes to slow the front wheels; these are five kilograms (11.02 lb) lighter than on the predecessor model – another example of Audi's expertise in lightweight construction.

The electronic stabilization control (ESC), which can be switched off either partly or completely, perfectly complements the car's sporty handling. When driving through bends, torque vectoring takes effect. If required, the drive torque is distributed from the inside front wheel to the outside front wheel (front-wheel drive) or, on quattro models, to the rear wheels, too. Thanks to the difference in propulsive forces, the car turns very easily into the curve, which is helpful for the driver. In this way, bends can be navigated with great precision and neutrally. This significantly boosts the TT's dynamism and stability. Sport mode supports particularly sporty driving, facilitating steering and control when drifting.

The way that all components interact and harmonize enhances agile handling and consequently the driving pleasure that an Audi TT offers – just as you would expect of a sports car.

Equipment

All versions of the new Audi TT Coupé come with a generous range of standard equipment. Alongside those features already mentioned above, the MMI radio and the electromechanical parking brake deserve a special mention. The options include – alongside the S sport seat with numerous leather and trim variants – the convenience key, hold assist, high-beam assist, the LED interior lighting package, front seat heating, and the storage and luggage compartment package.

As regards infotainment, customers can choose from various options. The connectivity package boasts a touchpad, MMI touch. At the top of the modular range is the MMI Navigation plus with its large flash memory, two card readers, DVD drive, Bluetooth interface and voice control system. The T30 chip from market leader Nvidia's Tegra 3 series, which is used in the new generation of the modular infotainment platform, controls all navigation and multimedia functions in the car and, together with the processor, presents all content in the Audi virtual cockpit.

The Audi connect system complements the MMI Navigation plus perfectly – it connects the new TT to the internet using the fast LTE transmission standard. The integrated Wi-Fi hotspot means passengers can surf the internet and e-mail as they please, while the driver can rely on the customized Audi connect services.

The infotainment package is rounded out by attractive components. The Audi Phone Box smoothly links a cell phone to the car. Its centerpiece is a universal planar antenna which is integrated into the storage tray in the center armrest. Thanks to close-range coupling, the phone communicates with the flat planar antenna, which uses an amplifier to transmit the signals to the car antenna.

The Bang & Olufsen Sound System features a 14-channel amplifier and 12 loudspeakers; the woofers in the doors gleam in the dark thanks to an adjustable, discrete light conductor.

Powerful assistance systems make driving the new TT an even more pleasurable experience. As an option the car can be equipped with Audi side assist, which uses rear-mounted radar sensors to help drivers change lane more safely; camera-based traffic sign recognition; Audi active lane assist, which helps the driver if required by steadily correcting steering or warning him or her if there is a danger of unintentionally drifting out of lane and the park assist system with display of surroundings, which independently guides the car into suitable spaces.

The Audi TT quattro sport concept show car

Audi to present a truly special show car at the Geneva Motor Show. The Audi TT quattro sport concept embodies the dynamic potential of the new Audi TT in its purest form. Its two-liter TFSI supplies 309 kW (420 hp), which the car puts on the road via the quattro all-wheel drive.

“With our Audi TT quattro sport concept show car, we wanted to demonstrate what the new TT’s technology can do if you take it a step further,” explains Prof. Dr. Ulrich Hackenberg, Board Member for Technical Development. “This car is designed for racing – an extreme driving machine for the motorsports enthusiasts among our customers.”

Powertrain

The engine in the Audi TT quattro sport concept makes a powerful statement. The 2.0 TFSI has a power output of 309 kW (420 hp) at 6,700 rpm – a new benchmark in the two-liter category. Its specific output is 155 kW (210 hp) per liter of displacement – that’s more than even 2001’s victorious Le Mans R8 racing car, which was the first time Audi combined turbocharging with FSI direct gasoline injection. The four-cylinder engine has 450 Nm of torque (*331.90 lb-ft*) available in the engine speed range from 2,400 to 6,300 rpm. with over 300 Nm (*221.27 lb-ft*) already available at only 1,900 revs.

At a curb weight of 1,344 kilograms (*2963.01 lb*) without driver), the Audi TT quattro sport concept is an athlete in peak condition. Each hp supplied by the two-liter TFSI, which itself weighs under 150 kilograms (*330.69 lb*), needs to shift less than 3.2 kilograms (*7.05 lb*). The four-cylinder engine catapults the show car from 0 to 100 km/h (62.14 mph) in just 3.7 seconds.

Head of Powertrain Development Dr. Stefan Knirsch: “This high-performance power unit is an impressive demonstration of the power reserves available in our EA888 engine range. This power unit has received numerous awards all over the world and it already lives up to its claim in many Audi sporty models. In the TT quattro sport concept, it demonstrates its full power potential. The thirty-five years of experience we’ve gained in the field of turbocharging are manifested in this engine’s unique combination of maximum performance, dynamism, and fuel efficiency.”

The high-performance engine is once again based on the successful EA888 technologies such as the Audi valvelift system (AVS) variable valve timing, dual camshaft adjustment, and dual injection system (FSI plus MPI). A wide range of modifications are featured, including special aluminum pistons with integrated cooling channels and an ultra-high-strength forged steel crankshaft.

The cylinder head is a systematic further development tailored to the higher loads and increased gas throughput. To accommodate the higher output, the EA888's familiar, highly compact thin-wall cylinder crankcase is here made of a high-strength cast alloy. The also newly developed exhaust-gas turbocharger features optimized mixed-flow technology and produces up to 1.8 bar of charge pressure.

When driving, the four-cylinder unit's pronouncedly sporty character is breathtaking. The turbocharged direct-injection engine responds immediately to the throttle and revs eagerly right up to the fuel cut-off at 7,200 rpm.

The 2.0 TFSI transfers its torque to a compact, three-shaft S tronic. The dual-clutch transmission shifts gears in split-seconds, adding its share to the show car's impressive acceleration.

The permanent quattro all-wheel drive delivers the power to the road. For optimum weight distribution, the hydraulically actuated, electronically controlled multi-disk clutch is located on the rear axle. The quattro drive actively controls distribution of the drive torque between the axles in milliseconds, thus adding to the car's dynamic handling.

Chassis

With its cutting-edge chassis – McPherson wheel suspension with aluminum components at the front and a four-link layout at the rear – the Audi TT quattro sport concept offers sharp, precise race car handling. The stiff setup brings the body closer to the road when compared with the series-production TT. 54 percent of the weight rests on the front axle, 46 percent on the rear. ESC electronic stabilization control, which can be partially or fully deactivated, complements the suspension's sporty character. When cornering, wheel-selective torque control kicks in. If necessary, drive torque is transferred from the wheels on the inside of the bend to those on the outside. Thanks to the distribution of torque, the car turns very slightly into the corner, helping the driver. This allows for precise and neutral cornering and the TT greatly increases its dynamism and stability.

Body

A significant part in the Audi TT quattro sport concept's lightweight design is played by the body, which is based on the MQB modular transverse matrix. Its hybrid concept represents the latest evolution of the Audi Space Frame (ASF) and further lowers the car's center of gravity compared with the second-generation series-production TT.

The front end is made of steel. The passenger compartment floor comprises high-strength, hot-shaped steel components which, thanks to their extremely high strength, feature very low wall thicknesses and thus weigh accordingly little. The compartment's structure, the entire exterior skin, and the doors and lids are made of the classic Audi semi-finished aluminum products cast node, extruded profile, and sheet metal.

Exterior design

The flat Matrix LED headlights and the broad Singleframe grill dominate the study's front end. The grill's striking frame displays the quattro logo and holds the dark diamond-pattern grill.

Through their pronounced edges, the substantial air intakes – which also feature diamond-pattern grills – appear almost like inserted airboxes. They thus illustrate a key element in the new Audi TT's design language: elements like the greenhouse and wheel arches create the impression of being individual bodies, thus producing the typical tension. The show car rests on 20-inch wheels with a central locking mechanism and semi-slick tires.

A splitter made of carbon-fiber reinforced polymer (CFRP) stretches toward the front to round off the front end at the bottom and increase the downforce on the front axle.

The silhouette of the Audi TT quattro sport concept – which features a paint finish entirely in Crystal White – is athletic and dynamic from every angle. Typical for a TT, the wheel arches form the classic semicircles. They extend 30 millimeters (1.18 in) further than on the series-production car on every side, giving the car's stance on the road a decidedly confident air. They are connected by powerfully accentuated sill trims. Their lower segments are made of CFRP. Together with the splitter and the rear diffuser, which stretch all the way to the wheel arches, they form an aerodynamically effective contour.

On the rear, the wide CFRP diffuser that extends beyond the vehicle silhouette underlines the show car's racing character. Delineated by vertical edges, the diffuser surrounds two large, fully circular tailpipes that are located further outward than on the series-production car; large air outlets are positioned on the sides beneath the taillights. A large, fixed wing increases the downforce on the rear of the Audi TT quattro sport concept.

Interior styling

The show car interior has been reduced to the essentials, doing away with numerous components that are dispensable on the race circuit.

The door panels have been stripped of armrests and speakers – the interior is characterized by Alcantara. A dominant diagonal strip of Alcantara acts as a door pull handle, the door openers feature a filigree design. Low-set racing buckets serve as seats, featuring black four-point seat belts with white accentuating stripes. The luggage compartment offers space for two racing helmets.

The same as in the series-production TT, the controls are designed purely for the driver. The Audi TT quattro sport concept's pilot has his hands on a compact steering wheel with a pronounced rim that flattens out at the bottom. The steering wheel's spokes house the red start/stop button alongside the keys and rotary buttons for operating the Audi virtual cockpit. Depending on what the driver sets, the fully digital instrument cluster's 12.3-inch display shows different views.

Dynamism that is four meters long – the Audi S1 and the Audi S1 Sportback

A great name makes a comeback: Audi is presenting the S1 and the S1 Sportback (7.0 / 7.1 liters of fuel per 100 kilometers [33.60 / 33.13 US mpg]; 162 / 166 grams of CO₂ per kilometer [260.71 / 267.15 g/mile]). The new Audi S1 is the unrivalled embodiment of a compact sports car. All the modifications to the Audi S1, including the new four-link rear axle, the quattro permanent all-wheel drive and the powerful 2.0 TFSI producing 170 kW (231 hp) and 370 Nm (272.90 lb-ft) of torque make it agile and dynamic. Its fully fledged everyday practicality makes it the ideal driving machine for daily needs. These characteristics turn the Audi S1 and the S1 Sportback into the benchmark in their class.

Back in the 1980s an Audi S1 garnered a legendary reputation – it was the car that would see the brand dominate the World Rally Championship in its day. Now the abbreviation is coming back – but this time as a road-going version: the Audi S1 and the S1 Sportback constitute the new flagship models in the compact A1 model line (combined fuel consumption in l/100 km: 7.1 – 3.8 [33.13 – 61.90 US mpg]; combined CO₂ emission in g/km: 166 – 99 [267.15 – 159.33 g/mile]), adding an entry-level version to the Audi S model portfolio.

A high-performance four-cylinder unit provides the drive. The 2.0 TFSI fitted with a turbocharger develops 170 kW (231 hp) and produces up to 370 Nm (272.90 lb-ft) of torque. The two-liter engine accelerates the Audi S1 and the S1 Sportback from 0 to 100 km/h (0 to 62.14 mph) in 5.8 and 5.9 seconds respectively. The top speed is 250 km/h (155.34 mph). On average the sporty, sonorous TFSI consumes just 7.0 (33.60 US mpg) or 7.1 (33.13 US mpg) liters of fuel per 100 kilometers (162 and 166 grams CO₂ per kilometer [260.71 g/mile / 267.15 g/mile]) respectively.

Like all Audi S models, the S1 and the S1 Sportback also come with quattro permanent all-wheel drive onboard. At its heart is a hydraulic multi-plate clutch located on the rear axle. Its specifically tuned control software boasts a decidedly dynamic setup. The electronic differential lock with the fine-tuned wheel-selective torque control is a function of the Electronic Stabilization Control (ESC). It features two-stage deactivation and supplements the work of the multi-plate clutch with additional finely metered braking intervention on the inside wheels – the interaction of both systems makes for extremely agile, precise and stable handling.

The suspension on the two compact sport models has been extensively revamped. The electromechanical power steering has been newly developed. Modified pivot bearings on the front axle enhance spontaneity when turning. At the rear a four-link design also supports direct handling and agile cornering. The setup is sporty and firm; the Audi drive select dynamic handling system comes with a range of settings to vary the response of the engine, automatic air conditioning and the likewise standard variable shock absorbers.

A larger brake master cylinder as well as large brake disks – front 310 millimeters (12.20 in) in diameter – ensure excellent deceleration. Red brake calipers with S1 logo can be ordered as an option. The two sporty compact models are supplied ex factory with 17-inch wheels with 215/40 R17 tires; Audi offers 18-inch wheels with 225/35 R18 tires as an option.

The Audi S1 and the S1 Sportback are instantly recognizable as the flagship models in the A1 model line. Their xenon plus headlights are all-new while the LED rear lights come with new, horizontally structured graphics. A host of details – particularly on the front and rear bumper, the side sills and the exhaust system – boast more striking styling. Four new exterior colors supplement the available paint finishes. The optional quattro exterior styling package hones the look further, courtesy of features such as a large roof spoiler.

The interior of the two compact sport models is finished in dark tones; black dominates, including on the air vent sleeves. The instruments feature S-specific dark-gray scales; the pedal caps are made out of brushed stainless steel. As an alternative to the standard sport seats, Audi fits the S sport seats with integrated head restraints. The quattro interior styling package can be selected as an option to add striking color accents.

The price of the Audi S1 and the S1 Sportback, which will be available at dealers in Germany in the second quarter of 2014, will be €29,950 and €30,800 respectively. The extensive standard equipment can be supplemented with optional high-end features such as the convenience key, the MMI navigation plus with fold-out color monitor or the BOSE surround sound system. The Audi connect module including car phone provides a connection to the Internet, allowing passengers to access the Internet and send e-mails on their mobile devices via a Wi-Fi hotspot, while the driver enjoys in-car access to tailor-made services from Audi connect.

Audi S3 Cabriolet

Dynamism in the open air – Audi presents the S3 Cabriolet. The open-top four-seater is unrivaled in its segment. Its 2.0 TFSI engine develops 221 kW (300 hp) and delivers 380 Nm (280.27 lb-ft) of torque but, with S tronic, consumes just 7.1 liters of fuel per 100 kilometers (33.13 US mpg) on average (165 grams of CO₂ per kilometer [265.54 g/mile]). Of course, the S3 Cabriolet also makes use of quattro permanent all-wheel drive – the perfect foundation for optimal traction and driving dynamics in all road conditions. Absolute lightweight construction and a high-performance chassis complete the profile of the Audi S3 Cabriolet, which is set to arrive in dealerships in Germany this summer.

From a visual standpoint alone, the Audi S3 Cabriolet cuts a sporty figure. It is 4.43 meters (14.53 ft) long, has a wheelbase of 2.60 meters (8.53 ft), and is 1.79 meters (5.87 ft) wide and 1.39 meters (4.56 ft) tall. The proportions are extended and balanced elegantly; precise lines and muscularly arched surfaces define the flanks.

The open-top four-seater has a soft top with an electrohydraulic drive. Magnesium, aluminum and high-strength steel keep its weight low. A highly insulating foam layer in the roof reduces the noise level in the interior. The top is available in three colors. It opens or closes in 18 seconds, even while driving at speeds up to 50 km/h (31.07 mph). An active rollover system protects passengers in the event of an accident.

Many design details hint at the dynamic driving potential of the open-top four-seater. The Singleframe grille, surrounded by a chrome frame, features a platinum-gray insert and double cross-struts with an aluminum look. The air intakes are framed by powerful edges and filled with double ribs and honeycomb inserts. S3 badges adorn the front and rear. The 12 paint colors include the exclusive Panther Black, crystal effect and Sepang Blue, pearl effect.

Aluminum strips on the windshield frame and beltline, aluminum-look exterior mirror housings and edged sill trims define the sides. The taillights are equipped with LEDs as standard. The luggage compartment lid has a spoiler edge, and the bumper has been redesigned. An aluminum-look bar and four vertical ribs give shape to the platinum-gray diffuser, which frames the four tailpipes typical of Audi S models.

Star athlete: The 2.0 TFSI

The Audi S3 Cabriolet is powered by a top-of-the-line 2.0 TFSI, which delivers 221 kW (300 hp) between 5,500 rpm and 6,200 rpm and produces 380 Nm (280.27 lb-ft) of torque from 1,800 to 5,500 rpm. With S tronic the open-top four-seater accelerates to 100 km/h (62.14 mph) in 5.4 seconds. The top speed of 250 km/h (155.34 mph) is limited electronically. When empty (without the driver), the Audi S3 Cabriolet weighs just 1,620 kilograms (3,571.49 lb). The passenger compartment consists primarily of ultra-high-strength steel, and the hood is made of aluminum.

The turbocharged 2.0 TFSI, which displaces 1,984 cc (bore x stroke 82.5 x 92.8 millimeters), is a true sports engine. Heavy-duty aluminum pistons and higher-strength connecting rods transmit the forces to the crankshaft. The aluminum-silicon alloy used for the cylinder head combines high thermal stability and strength with minimal weight. Two balance shafts ensure supremely smooth running performance.

With its dynamic character, the four-cylinder offers up a fascinating driving experience. When the standard Audi drive select dynamic driving system is operating in dynamic mode, it has a heightened throttle response, and the engine revs up briefly when the S tronic shifts gears. The sound flaps in the exhaust system open as the load and rpms increase.

The turbocharger provides charging pressures of up to 1.2 bars, and a powerful intercooler greatly reduces the temperature of the compressed air. The so-called drumble (swirl and tumble) flaps direct incoming air in a targeted manner. The camshaft can be offset by 60 degrees relative to the crankshaft on the intake side and by 30 degrees on the exhaust side. In addition, the Audi valvelift system (AVS) regulates the valve lift in two stages.

In the NEDC cycle, the Audi S3 Cabriolet with S tronic requires just 7.1 liters of fuel per 100 kilometers (33.13 US mpg) (165 grams of CO₂ per kilometer [265.54 g/mile]). The technologies from the Audi modular efficiency platform contribute to this impressive figure. Of particular interest here is the additional indirect injection into the intake manifold, which replaces the gasoline direct injection FSI in the part-load range, where it lowers fuel consumption and particulate emissions.

And the 2.0 TFSI is also at the leading edge in terms of thermal management. Two rotary valves combined in one module regulate the flow and temperature of the coolant. The exhaust manifold is integrated in the cylinder head where coolant is circulating; this solution reduces the temperature of the exhaust gases, which improves fuel economy at full load. An additional advantage is faster warming of the engine during cold starting. And the friction-lowering coating of the piston skirts, the rolling bearings in the balance shafts, the on-demand oil pump and the start-stop system all do their part to improve efficiency.

Lightning-fast: The drivetrain

In the standard six-speed S tronic transmission, the bottom gears are close-stepped for a sporty effect, whereas the long gear ratio of the top gear lowers rpms and therefore fuel consumption. The driver can operate the lightning-fast dual-clutch transmission in the automatic D and S modes or take control using the gearshift lever in the touch control gate or the optional paddles on the steering wheel.

An attractive efficiency function of the six-speed S tronic is the one-way clutch. It becomes active when Audi drive select is in efficiency mode and the driver steps off the accelerator. During a starting maneuver at full throttle from a standstill, Launch Control, another feature of the dual-clutch transmission, ensures that the power of the engine is transmitted to the road with a defined tire slip.

quattro – traction and dynamics

Typical of the S model line: Of course, the S3 Cabriolet also makes use of quattro permanent all-wheel drive – the perfect foundation for optimal traction and driving dynamics in all road conditions. Only Audi offers permanent all-wheel drive in a compact-class convertible car.

Its characteristic strength lies in the enhanced slip-free acceleration, driving dynamics, driving safety and directional stability that it delivers. The powerful compact car is dynamic and stable at any speed, even in difficult winter conditions. When exiting a corner, it securely transmits its power to the road, while its two-wheel-drive competitors have to struggle for grip.

The centerpiece of the quattro drive for the Audi models with transversely mounted engines is the redesigned electronically controlled hydraulic multi-plate clutch. The compact, robust clutch is located at the end of the prop shaft, in front of the rear axle differential, where it contributes to the balanced axle distribution despite its relatively low weight. Inside is a package of plates that rotate in an oil bath. The metal friction rings are arranged behind one another in pairs – one ring of each pair is rigidly meshed with the housing, which rotates with the prop shaft. The other ring is meshed with the output shaft to the rear axle differential.

In normal conditions, the clutch sends most of the engine's power to the front wheels. If traction decreases there, the clutch can transfer torque continuously to the rear axle by forcing the packages of plates together via controlled action.

Dynamics made by Audi: The chassis

The chassis with its eager, precise response and high stability brings the dynamic quality of the Audi S3 Cabriolet to perfection. The axle load distribution is superbly balanced at 56:44; the rear-inclined installation position of the engine contributes to this, as does the front axle situated far to the front. Both solutions are from the Group's modular transverse platform. The subframe and pivot bearing on the front suspension are made of aluminum, and a four-link structure is used for the rear axle.

Compared with the Audi A3 Cabriolet (combined fuel consumption in l/100 km: 6 – 4.2 [39.2 – 56 US mpg]; combined CO₂ emission in g/km: 140 – 110 [225.3 – 177 g/mile]), the body is 25 millimeters (0.98 in) lower due to the S sport suspension. With the standard progressive steering, the rack-and-pinion is designed such that the steering ratio becomes more direct with steering-wheel motion – thus sportiness and comfort complement each other perfectly. The electromechanical progressive steering, which adapts its assistance to the speed, enables various optional assistance systems.

As part of the standard specification, the Audi S3 Cabriolet is fitted with 225/40 R18 tires, on 8Jx18 aluminum wheels in five-parallel-spoke design with a machine-polished silver finish. To reduce weight, the wheels are made using an aluminum flow forming process. Audi also offers optional 18- or 19-inch wheels in various designs.

Measuring 340 millimeters (*13.39 in*) in diameter, the front brake discs are very large, with black – or optionally red – calipers emblazoned with S3 logos. The electromechanical parking brake is integrated into the rear brake system. The ESC electronic stabilization control manifests itself in a new stage of evolution. Before reaching the handling limits, a finely metered braking torque is applied unnoticeably to the inside front wheels. This improves the car's agility, thus complementing the work of the quattro drive.

The standard Audi drive select dynamic driving system controls the engine/transmission characteristics and steering assistance, as well as the S tronic. The driver can select comfort, auto, dynamic, efficiency or individual mode. Audi drive select also incorporates the optional Audi magnetic ride damper control system.

Cool black: The interior

Draped completely in black, the interior of the S3 Cabriolet has a clean, elegant appearance. As with every Audi, its operation is easy and the finish is of superior quality. There is room for two adults in the rear, and the easy entry feature makes getting in easier. The 285 liter (*10.06 cubic ft*) luggage compartment can be expanded by folding down the rear seat backs; its volume is 245 liters (*8.65 cubic ft*) when the top is down.

Fine details emphasize the dynamic character of the open-top four-seater. The standard inlays are made of matt brushed aluminum, and many of the controls gleam in an aluminum look. The instrument dials are in S-specific dark gray metallic and the digits and needles are white. A three-dimensional S3 logo and a boost pressure indicator complete the tachometer. The color driver information system is standard; the power-retractable on-board monitor (standard with the MMI radio and above) powers up to display a special S3 screen.

The sport seats guide and support the body. The seat surfaces can be pulled out, and the backrests have embossed S3 logos. The upholstery is a mix of Pearl Nappa leather and fabric. Combinations of Alcantara and Pearl Nappa leather or Fine Nappa leather and Velvet leather are available as options. Contrasting stitching adds visual touches. Other alternatives include the S sport seats with integrated head restraints and shoulder panels with diamond stitching and the Audi design selection in parade red. A special color pigment on all leather trim prevents seats from heating up too much in the sun.

The standard package for the Audi S3 Cabriolet also includes a sport leather steering wheel with the S3 emblem. A leather multifunction sport steering wheel with a flat-bottomed rim is available on request, also with optional shift paddles. Other standard features are the pedals and footrests made from brushed stainless-steel. In combination with the optional convenience key, a red ring adorns the start-stop button. The aluminum door sills bear S3 logos. Other standard features include the anti-theft alarm, deluxe automatic air conditioning, Xenon plus headlights and the storage and luggage compartment package.

On a par with the full-size class: The options

The range of available options is also highly attractive and includes head-level heating in the front seats, LED headlights and the convenience key, to name just a few. MMI navigation plus with MMI touch and a high-resolution seven-inch monitor top the infotainment range. The supplementary Audi connect module delivers the brand's customized Internet services to the car using the fast LTE standard. The Bang & Olufsen Sound System ups the ante with 13 speakers.

The driver assistance systems include the standard rest recommendation as well as adaptive cruise control, Audi side assist, Audi active lane assist, camera-based traffic sign recognition, park assist with selective display and the Audi pre sense safety system. Delivery of the S3 Cabriolet in Germany will commence in summer – for a base price of 48,500 euros.

The new ultra models from Audi A4, A5 and A6 with impressive efficiency

Audi is expanding its ultra strategy with 11 new models. The A4 ultra, A5 ultra and A6 ultra supplement their respective model series. A new and powerful two-liter TDI will provide the drive at 100 kW (136 hp), 120 kW (163 hp) or 140 kW (190 hp); the engine emits just 104 to 119 grams of CO₂ per kilometer (167.37 to 191.51 g/mile) depending on the model.

The “ultra” designation stands for sustainable mobility that is fully available for everyday use. With a combined fuel consumption rate of 4.0 to 4.6 liters per 100 kilometers (58.80 to 51.13 US mpg) and CO₂ emissions of 104 to 119 grams per kilometer (167.37 to 191.51 g/mile), the new ultra models from Audi are among the most efficient cars of their segment – without any limitation on the driving dynamics or customary comfort.

The A4-, A5- and A6 ultra models come with the 2.0 TDI. Newly developed in many areas, it affords exemplary efficiency and power. The high torque (320 or 400 Nm [236.02 or 295.02 lb-ft]) ensures sporty power generation even at low engine speeds, along with low fuel consumption.

Standard on the ultra models is a manual transmission that makes the gear ratio somewhat taller in the upper gears. Optional on the A6 ultra is an innovative seven-speed S tronic that further reduces the average consumption rate to 4.4 liters per 100 kilometers (53.46 US mpg) with 4.6 liters on the Avant (51.13 US mpg). This corresponds to a CO₂ emission of only 114 grams per kilometer (183.47 g/mile) and 119 grams (191.51 g/mile) for the Avant. This completely redesigned dual-clutch transmission launches a new generation, distinguished by high efficiency as well as by especially fast and comfortable gear changing. The innovations include minimized internal friction, highly efficient oil supply and a centrifugal pendulum-type absorber that counteracts undesirable vibrations and allows low-noise driving at very low engine speeds. A harmonious gradation of the gears in interplay with the wide spread provides comfortable driving. The seven-speed S tronic as well as the six-speed manual transmission conducts the power to the front wheels.

The standard start-stop system and the driver information system with efficiency program make an important contribution to the economy of the new ultra models from Audi. On the A4- and A4 Avant ultra, modifications of details in the aerodynamics and a lowered body also optimize the fuel consumption.

This combination of efficiency measures yields trend-setting consumption and emission figures: from only 4.0 l/100 km (104 g/km) [*58.80 US mpg / 167.37 g/mile*] for the A4 Sedan (100 kW), 4.2 l/100 km (109 g/km) [*56.00 US mpg / 175.42 g/mile*] for the A4 Avant (100 kW) and A5 Coupé (120 kW) and 4.3 l/100 km (111 g/km) [*54.70 US mpg / 178.64 g/mile*] for the A5 Sportback (120 kW). With no restrictions on equipment, the A6 2.0 TDI ultra achieves the especially low CO₂ emission level of 114 g/km (*183.47 g/mile*) with 117 g/km (*188.29 g/mile*) with manual transmission. Per 100 kilometers it consumes on average 4.4 liters of fuel (*53.46 US mpg*) and 4.5 liters (*52.27 US mpg*) with manual transmission. Its Avant sister model manages with 4.6 l/100 km (*51.13 US mpg*) with 119 g/km (*191.51 g/mile*), irrespective of the transmission.

The new ultra models will go on sale successively from the first quarter of 2014. The 100 kW version of the A4 starts at €32,600, the A4 Avant at €34,250. With a 120 kW engine, prices for the A4 begin at €34,700, for the A4 Avant at €36,350. The A5 Sportback is available from €33,650 and the A5 Coupé for €38,150. The A6 is priced at €39,900, the A6 Avant at €42,250; the prices for both model versions with S tronic is €2,250 more.

The ultra range from Audi also includes the A3 1.6 TDI ultra, that had its debut as the first ultra model in fall 2013. It consumes on average just 3.2 liters of fuel per 100 kilometers (85 grams of CO₂ per kilometer) [*73.50 US mpg / 136.79 g/mile*]. All ultra models are visually identifiable by the discreet lettering at the rear.

Model	Max. output in kW (hp)	Max. torque in Nm (<i>lb-ft</i>) at rpm	Acceleration 0-100 km/h (<i>62.14 mph</i>) in s	Top speed in km/h (<i>mph</i>)	Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	CO ₂ emissions in g/km (<i>g/mile</i>)	Base price (Germany) in €
A3 1.6 TDI ultra	81 (110)	250 (<i>184.39</i>) / 1,500 – 3,000	10.5	200 (<i>124.27</i>)	3.2 (<i>73.50</i>)	85 (<i>136.59</i>)	25,200
A3 Sportback 1.6 TDI ultra	81 (110)	250 (<i>184.39</i>) / 1,500 – 3,000	10.7	200 (<i>124.27</i>)	3.3 (<i>71.28</i>)	88 (<i>141.62</i>)	26,100
A4 Sedan 2.0 TDI ultra	100 (136)	320 (<i>236.02</i>) / 1,500 – 3,000	9.3	215 (<i>133.59</i>)	4.0 (<i>58.50</i>)	104 (<i>167.37</i>)	32,600
A4 Sedan 2.0 TDI ultra	120 (163)	400 (<i>295.02</i>) / 1,750 – 2,750	8.3	225 (<i>139.81</i>)	4.2 (<i>56.00</i>)	109 (<i>175.42</i>)	34,700
A4 Avant 2.0 TDI ultra	100 (136)	320 (<i>236.02</i>) / 1,500 – 3,000	9.6	208 (<i>129.25</i>)	4.2 (<i>56.00</i>)	109 (<i>175.42</i>)	34,250
A4 Avant 2.0 TDI ultra	120 (163)	400 (<i>295.02</i>) / 1,750 – 2,750	8.6	216 (<i>134.22</i>)	4.4 (<i>53.46</i>)	114 (<i>183.47</i>)	36,350
A5 Coupé 2.0 TDI ultra	120 (163)	400 (<i>295.02</i>) / 1,750 – 2,750	8.3	225 (<i>139.81</i>)	4.2 (<i>56.00</i>)	109 (<i>175.42</i>)	38,150
A5 Sportback 2.0 TDI ultra	100 (136)	320 (<i>236.02</i>) / 1,500 – 3,000	9.5	212 (<i>131.73</i>)	4.2 (<i>56.00</i>)	109 (<i>175.42</i>)	33,650
A5 Sportback 2.0 TDI ultra	120 (163)	400 (<i>295.02</i>) / 1,750 – 2,750	8.6	221 (<i>137.32</i>)	4.3 (<i>54.70</i>)	111 (<i>178.64</i>)	37,350
A6 Sedan 2.0 TDI ultra	140 (190)	400 (<i>295.02</i>) / 1,750 – 3,000	8.2 (S tronic) 8.4 (manual)	232 (<i>144.16</i>)	4.4 (<i>53.46</i>) (S tronic) 4.5 (<i>52.27</i>) (manual)	114 (<i>183.47</i>) (S tronic) 117 (<i>188.29</i>) (manual)	42,150 (S tronic) 39,900 (manual)
A6 Avant 2.0 TDI ultra	140 (190)	400 (<i>295.02</i>) / 1,750 – 3,000	8.5 (S tronic) 8.7 (manual)	226 (<i>140.43</i>)	4.6 (<i>51.13</i>)	119 (<i>191.51</i>)	44,500 (S tronic) 42,250 (manual)