



Communications Product and Technology

Susanne Mellinghoff

Phone: +49 152 58811859

E-mail: susanne.mellinghoff@audi.de

www.audi-mediacyenter.com

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PRODUCT INFORMATION

Audi RS Q3 and Audi RS Q3 Sportback

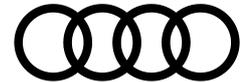
Condensed Information	2
The most important facts on the Audi RS Q3 and Audi RS Q3 Sportback	
The Facts	7
Product highlights at a glance	
The Car in Detail	9
Everything you need to know about the Audi RS Q3 and Audi RS Q3 Sportback	
▶ Exterior design	9
▶ Engine	11
▶ Transmission	13
▶ Suspension	14
▶ Body	17
▶ Interior design	17
▶ Controls and displays	18
▶ Infotainment and connectivity	18
▶ Driver assist systems	20
Fuel consumption	21

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.

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Condensed Information

The new Audi RS Q3 and the new Audi RS Q3 Sportback

Curtain up for the new RS Q3 (combined fuel consumption in l/100 km*: 8.9–8.8 (26.4–26.7 mpg); combined CO₂ emissions in g/km*: 203–202 (326.7–325.1 g/mi)) and RS Q3 Sportback (combined fuel consumption in l/100 km*: 8.9–8.8 (26.4–26.7 mpg); combined CO₂ emissions in g/km*: 204–202 (328.3–325.1 g/mi)): Both models combine a drive concept that is unique in the segment with an emotional design and a high level of everyday usability. The legendary and multi-award-winning 2.5 liter TFSI engine is the core of the two high-performance SUVs. In combination with the quattro permanent all-wheel drive, it offers pure driving pleasure. With the standard RS sport suspension, the two compact sports cars are ten millimeters (0.4 in) lower than the basic models; this emphasizes the feisty character of the RS Q3**.

“We established a completely new segment with the first generation of the Audi RS Q3**. In order to continue this success story, we also offer the RS Q3** as an SUV Coupé for customers with a particular affinity for design,” says Oliver Hoffmann, Managing Director of Audi Sport GmbH. “In doing so, we are setting a trend and tapping new growth potential for Audi Sport GmbH.”

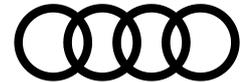
Illustrator of character: the exterior design

The new Audi RS Q3** and the Audi RS Q3 Sportback** share numerous RS design features while also each illustrating their unique character through many details. The gloss black Singleframe with its three-dimensional honeycomb structure makes the two high-performance compact cars look even sharper. Its position is lower as compared to the Q3**, and it is inserted directly into the RS-specific bumper with large lateral air inlets. The striking boomerang-shaped blades in the bumper are designed exclusively for the RS Q3**. The RS genes are also apparent in the flat slits above the Singleframe radiator grille.

With its coupé-like roof line that slopes downward toward the rear, the RS Q3 Sportback** is 45 millimeters (1.8 in) lower than the RS Q3**. The rising shoulder line of the Sportback runs lower than that of its sister model and thus also lowers the body’s optical focus. This makes the wheels appear even larger and the SUV Coupé seem a little more muscular. The wheel arches, which are flared by ten millimeters (0.4 in), make both cars look wider.

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The rear design also appears very powerful. With the low rear window and the roof edge spoiler in gloss black with the RS-specific spoiler lip, the RS Q3 Sportback** appears even wider and more dynamic than its sister model. The low-slung roof line culminates in strong, flat sloping D-pillars. The RS-specific long roof edge spoiler in the RS Q3** emphasizes the pronounced forward thrust of the high-performance SUV and ensures improved downforce. The new generation of the RS Q3** comes for the first time with a dual-branch RS exhaust system with large oval tailpipes on both sides. This exhaust system sits in an RS-specific bumper with rear diffuser and horizontal blades.

The compact high-performance SUV and the compact high-performance SUV Coupé are fitted with [LED headlights](#) as standard. Audi offers [matrix LED headlights](#) with RS-specific darkened bezels as an option.

Unique: the engine

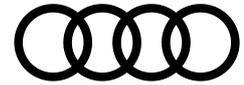
The new RS Q3 and RS Q3 Sportback are fitted with the powerful five-cylinder 2.5 TFSI. It now draws just over 17 percent more power from 2,480 cc of displacement with 294 kW (400 PS) (combined fuel consumption in l/100 km: 8.9 – 8.8; combined CO₂ emissions in g/km: 204 – 202) than in the preceding generation of the RS Q3. Its maximum torque of 480 Nm (*354.0 lb-ft*) is available between 1,950 and 5,850 rpm. The RS Q3** and RS Q3 Sportback** sprint from zero to 100 km/h (*62.1 mph*) in just 4.5 seconds. Their top speed is regulated at 250 km/h (*155.3 mph*) or an optional 280 km/h (*174.0 mph*).

The particular firing sequence of 1-2-4-5-3 and the odd number of cylinders make for a very special rhythm and unique engine sound. The dual-branch RS exhaust system emphasizes the characteristic sound of the five-cylinder engine, and the optional RS sport exhaust system makes it even sharper. The five-cylinder engine has won the sought-after “International Engine of the Year Award” nine times in a row.

As standard, the power of the five-cylinder engine is transmitted via a [seven-speed S tronic](#) to the [quattro permanent all-wheel drive](#). The [wheel-selective torque control](#) perfects the safe and agile handling.

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Sporty, agile, and versatile: the suspension

The consistently sporty suspension tuning is a basic requirement for the outstanding driving characteristics of the RS Q3** and RS Q3 Sportback**. The standard RS sport suspension lowers the body by 10 millimeters (*0.4 in*) as compared to the Q3 family. Upon request, the RS sport suspension is available with [Dynamic Chassis Control \(DCC\)](#), whose sensors measure the sprung mass vibrations of the body and counteract rolling motions of the body when driving through curves at high speed and during load changes. The RS-tuned dampers are then adjusted accordingly to the road surface conditions and driving situation.

The dynamic handling system [Audi drive select](#) influences not only the suspension, but also the quattro drive, the steering, the S tronic, the engine characteristics, and the sound, for example. Depending on the selected equipment, there is a choice of five or six drive modes: comfort, auto, dynamic, efficiency, and individual or, as an alternative to the individual mode, the two new RS-specific modes RS1 and RS2. Via the [MMI touch](#) display, the driver can adjust and save the two RS modes individually. Simply pressing the new “RS MODE” steering wheel button provides rapid access to the two new RS modes and the last drive mode selected and allows the driver to switch between modes. This allows the customer to adjust their RS model in an even more individual way and to switch quickly between a dedicated sporty drive mode and a comfort-focused profile.

The RS-tuned [progressive steering](#) also conveys close contact with the road even on fast curves. Behind the standard 20-inch or optional 21-inch wheels, the all-new six-piston RS steel brake system works with ventilated and perforated disks measuring 375 millimeters (*14.8 in*) (front) and 310 millimeters (*12.2 in*) (rear, not perforated). Their brake calipers are painted black as standard and are available in red as an option. The brake calipers of the optional all-new RS ceramic brake that measures 380 millimeters (*15.0 in*) (front, ceramic) and 310 millimeters (*12.2 in*) (rear, steel) are designed in either gray, red, or blue.

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Great everyday usability: the space concept

A driving experience and performance values typical for a sports car combined with all the comfort-related advantages of a compact SUV, made possible by the overall concept of the RS Q3^{**}: The compact powerhouses are designed as full-fledged five-seaters and while being extremely sporty, they also offer great everyday usability thanks to their high level of variability and the large interior. As standard, the rear bench can be moved longitudinally by 150 millimeters (5.9 in) in the RS Q3 and by 130 millimeters (5.1 in) in the RS Q3 Sportback^{**}, and the inclination of its divided backrest can be adjusted in seven stages. The luggage compartment thus holds 530 liters (18.7 cu ft); with the backrests folded down the figure rises to 1,525 liters (53.9 cu ft) (Sportback: 1,400 liters (49.4 cu ft)).

Driver-oriented: the interior

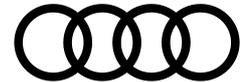
The athletic exterior design of the RS Q3^{**} and RS Q3 Sportback^{**} is continued in the spacious interior. The entire cockpit is very much designed with the driver in mind – the air-conditioning control unit, the center console, and the [MMI touch](#) display are tilted toward the driver by ten degrees. The RS sport leather steering wheel, flattened at the bottom and including newly designed shift paddles, comes with the new “RS MODE” steering wheel button that allows the driver to control two optional RS modes in the [Audi drive select](#) dynamic handling system. The RS-specific displays open automatically in the [Audi virtual cockpit plus](#). Sport seats upholstered with black leather/Alcantara with an RS embossing are fitted as standard. An even sportier variant is available in the form of the RS sport seats in fine nappa leather with an RS-specific honeycomb pattern and integrated head restraints.

RS design packages in red or blue provide color highlights in the interior. The standard ambient lighting package and the multi-color contour/ambient lighting package illuminate the interior of the RS Q3^{**} and RS Q3 Sportback^{**} when it is dark.

The architecture of the instrument panel with the [MMI touch](#) display and the [Audi virtual cockpit](#) in the RS design harmonizes perfectly with the new operating concept. MMI navigation plus, the top-of-the-line system in the infotainment program, offers the same variety of functions as in the large Audi models.

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Always up to date: Infotainment and Audi connect

Together with MMI navigation plus, the online services of Audi connect are made available on board at LTE Advanced speed via a permanently installed SIM card. This includes, for example, online traffic information and the online points of interest service, which complements route guidance with photos, opening hours, and user evaluations. Thanks to the inter-connectivity of the Audi fleet, the RS Q3** and RS Q3 Sportback** receive and provide information about parking spaces on the roadside, hazard areas, and speed limits, which are detected via the on-board camera and vehicle sensors.

Equipped for all situations: the assist systems

The new RS Q3** and the new RS Q3 Sportback** are equipped with numerous standard comfort and safety systems, including the parking system plus as well as lane departure and lane change warnings. The standard scope in Germany also includes Audi pre sense front as well as the protective measures provided by Audi pre sense basic.

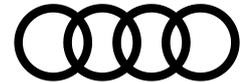
The adaptive cruise assist is a highlight among the optional systems. It takes the burden off the driver during longitudinal and lateral guidance. Ultra-modern systems such as the 360 degree cameras offer assistance with parking and maneuvering. They show the direct surroundings of the car on the MMI display and allow the driver to choose from several perspectives. If, for example, the driver wants to back out of an entrance, the rear cross-traffic assist warns about approaching vehicles that the system classifies as critical.

The new RS Q3** and the new RS Q3 Sportback** have been on sale at dealerships in Germany and other European countries since the end of 2019.

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The Facts

Audi RS Q3 and Audi RS Q3 Sportback

Exterior design

- Compact power packs: SUV and SUV Coupé from Audi Sport GmbH with RS-specific exterior design
- RS Q3: 4,506 millimeters (14.8 ft) long, 1,851 millimeters (6.1 ft) wide, 1,602 millimeters (5.3 ft) high
- RS Q3 Sportback: 4,507 millimeters (14.8 ft) long, 1,851 millimeters (6.1 ft) wide, 1,557 millimeters (5.1 ft) high
- Wide wheelbase: Wheel arches flared by 10 millimeters (0.4 in)
- Gloss black octagon Singleframe with three-dimensional honeycomb structure is positioned lower as compared to the Audi Q3
- 20-inch and 21-inch alloy wheels
- RS-specific roof edge spoiler and bumpers with rear diffuser
- RS exhaust system with oval tailpipes on both sides
- LED headlights as standard, optional RS-specific [matrix LED headlights](#) with smoked lens covers

Engine and drivetrain

- Legendary five-cylinder power: 2.5 TFSI engine with 294 kW (400 PS) and 480 Nm (354.0 lb-ft)
- 1-2-4-5-3 – special firing sequence for a unique engine sound
- Modern classic: Has been voted “International Engine of the Year” nine times in a row since 2010
- Draws 17 percent more power from an unchanged displacement of 2,480 cc
- Zero to 100 km/h (62.1 mph) in 4.5 seconds
- Top speed of 280 km/h (174.0 mph) (optional)
- [Seven-speed S tronic](#) with short shift times
- [quattro permanent all-wheel drive](#)

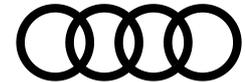
Suspension

- McPherson front axle and rear axle as a four-link structure
- Driving characteristics can be adjusted via the dynamic handling system [Audi drive select](#)
- New “RS1” and “RS2” drive modes can be customized and saved via the [MMI touch](#) display, allowing quick access via “RS MODE” steering wheel button
- 10 millimeters (0.4 in) lower thanks to RS-specific sport suspension
- Option: RS sport suspension plus with [Dynamic Chassis Control \(DCC\)](#)

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- Precise and direct: [Progressive steering](#) with RS-specific tuning
- Stable: Newly developed RS ceramic brake system with colored calipers and large ceramic brake disks measuring 380 mm (15.0 in) at the front and steel disks with a diameter of 310 mm (12.2 in) at the rear

Body

- Rigid and safe: High-tech steels in the body form the backbone of the passenger cell
- Sophisticated soundproofing and aeroacoustics
- Coefficient of drag: 0.35 (Sportback: 0.37)
- Unladen weight: 1,715 kilograms (3,780.9 lb) (Sportback: 1,700 kilograms (3,747.9 lb))

Interior, colors and materials

- Markedly horizontal body line and clear orientation toward the driver
- RS-specific elements for greater sportiness while satisfying the highest demands in terms of comfort
- Flattened at the bottom: RS sport leather steering wheel with newly designed shift paddles
- Sport seats with RS embossing, RS sport seats with an RS-specific honeycomb pattern and integrated head restraints as an option
- Color accents: RS design package in red or blue
- Contour/ambient lighting package for targeted light effects in the dark; adjustable in 30 colors
- Luggage compartment with 530 to 1,525 liters (18.7–53.9 cu ft) (Sportback: 1,400 liters (49.4 cu ft) load capacity)

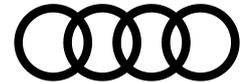
Controls, infotainment and driver assist systems

- Fully digital: [MMI touch](#) display (8.8 to 10.1-inch) and [Audi virtual cockpit](#) (10.25-inch) with RS-specific design harmonize perfectly with the new operating concept
- Optional: [Audi virtual cockpit plus](#) (12.3-inch) with unique RS displays, such as shift light, tire pressure, torque, output, lap times, G forces, and acceleration measurement
- Fully connected: MMI navigation plus and the services of [Audi connect](#)
- [Wi-Fi hotspot](#) for passengers' mobile devices
- Top-of-the-line listening pleasure: [Bang & Olufsen 3D Premium Sound System](#) with virtual 3D sound
- Numerous driver assist systems for more security and greater comfort, e.g. [adaptive cruise assist](#)
- [Audi pre sense basic](#) and [Audi pre sense front](#), [parking system plus](#), as well as [lane departure](#) and [lane change warning](#) safety systems are standard in Germany

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The Car in Detail

The new Audi RS Q3 and the new Audi RS Q3 Sportback: compact power packs

Audi Sport GmbH is presenting the new version of the RS Q3 (combined fuel consumption in l/100 km*: 8.9–8.8 (26.4–26.7 mpg); combined CO₂ emissions in g/km*: 203–202 (326.7–325.1 g/mi)), which has considerably more power, and is expanding the product range by adding a completely new model, the RS Q3 Sportback (combined fuel consumption in l/100 km*: 8.9–8.8 (26.4–26.7 mpg); combined CO₂ emissions in g/km*: 204–202 (328.3–325.1 g/mi)). The two compact sports cars offer an athletic design and outstanding performance coupled with a high level of everyday usability.

Exterior design

The Audi RS Q3** and the Audi RS Q3 Sportback** stand for outstanding performance. This is also reflected in their consistently sporty design. The new SUV and the new SUV Coupé share numerous RS design features while each also illustrating their unique character through many details.

The RS-specific exterior design of the compact powerhouses is based on a thrilling balance: all lines are logically interrelated. When looking at it from the side, this highlights the symmetrical light graphics of the headlights and rear lights. The shoulder line connects them and provides an athletic overall impression with distinct muscles over the wheel arches, which are each flared by 10 millimeters (0.4 in).

The gloss black Singleframe with its three-dimensional honeycomb structure enhances the appearance of the two high-performance compact cars. Its position is lower, and it is inserted directly, i.e. without a frame, into the RS-specific bumper with large lateral air inlets. The RS genes are also apparent in the flat slits above the Singleframe. The striking blades in the bumper, whose shape is reminiscent of a boomerang, are designed exclusively for the new RS Q3.

One family, two characters

The low-slung roof line of the RS Q3** culminates in strong, flat-sloping D-pillars. This provides the high-performance SUV with a pronounced forward thrust even at a standstill. An RS-specific long roof edge spoiler, which also flanks the rear window in the RS Q3** from the side, emphasizes this impression and ensures improved downforce.

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With its coupé-like roof line that slopes downward toward the rear and a height of 1,557 millimeters (5.1 ft), the RS Q3 Sportback** is 45 millimeters (1.8 in) lower than the RS Q3**. The rising shoulder line of the Sportback runs lower than that of its sister model and thus also lowers the body's optical focus. This makes the wheels appear larger and the SUV Coupé seem a little more muscular.

The rear view of the Sportback also appears consistently well-toned. The downward-sloping coupé-like roof line is supported by extremely flat-sloping D-pillars. The low rear window and the roof edge spoiler with a gloss black spoiler lip make the RS Q3 Sportback** appear even wider. The RS Q3 Sportback-specific rear bumper has an even sportier design and makes the SUV Coupé look extremely dynamic.

The new generation of the RS Q3** comes for the first time with a dual-branch RS exhaust system with large oval tailpipes on both sides and chrome-colored trims. This exhaust system sits in an RS-specific bumper with rear diffuser and horizontal blades in gloss black. The blades are designed in matt aluminum as an option.

Expressive and bright: LED headlights

The flat headlights of the RS Q3** and RS Q3 Sportback** taper inwards, and form jagged angles on the outer edge. The LED daytime running lights trace a contour that consists of one long segment and two short segments, producing a three-dimensional effect. The compact high-performance SUV and the compact high-performance SUV Coupé are fitted with [LED headlights](#) as standard. By shifting the low-beam light, they can implement functions such as cornering light, intersection light, and curve illumination. Three light segments, one long and two short, constitute the signature of the daytime running lights. The rear lights with dynamic turn signals are also designed with LED technology.

Audi offers [matrix LED headlights](#) with RS-specific darkened bezels as an option for the RS Q3 and RS Q3 Sportback. Nine LEDs generate the low beam light and ten more LEDs create the high beam light, which precisely and dynamically illuminates the road. When the camera detects other road users, they are masked out of the light beam in a targeted fashion. In addition to numerous differentiated light functions, the matrix LED headlights also feature front and rear dynamic turn signals.

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Something for everyone: Color fan and styling packages

Eight paint colors are available for the new RS Q3** and RS Q3 Sportback**, including the RS-specific colors Kyalami green and Nardo gray. The standard gloss black styling package adds highlights to blades, window slot trims, roof rails (RS Q3 only), and on the insert in the side sill. Upon request, customers can also obtain these scopes in an aluminum look, as well as a carbon engine cover. In combination with the gloss black styling package, the Audi rings and the RS logos come in gloss black on the front and rear.

Engine

A legendary five-cylinder engine, 294 kW (400 PS) power output, 480 Nm (354.0 lb-ft) of torque, quattro all-wheel drive (combined fuel consumption in l/100 km: 8.9 – 8.8; combined CO₂ emissions in g/km: 204 – 202): The parameters of the new RS Q3 and RS Q3 Sportback speak for themselves. The compact powerhouses are thus the sporty top-of-the-line models within the Audi Q3 family.

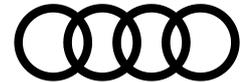
The five-cylinder engine is a modern classic. The 2.5 TFSI with 294 kW (400 PS) now draws just over 17 percent more power from 2,480 cc of displacement than before. The engine's maximum torque of 480 Nm (354.0 lb-ft) is available over the very broad rev range between 1,950 and 5,850 revolutions per minute. The RS Q3 and RS Q3 Sportback sprint from zero to 100 km/h (62.1 mph) in just 4.5 seconds. The top speed is regulated at 250 km/h (155.3 mph) or an optional 280 km/h (174.0 mph).

Audi RS Q3 and Audi RS Q3 Sportback	2.5 TFSI
Displacement in cc	2,480
Max. power output in kW (PS) at rpm	294 (400) at 5,850–7,000
Max. torque in Nm (lb-ft) at rpm	480 (354.0) between 1,950 and 5,850
Top speed in km/h (mph)	250 (280) (155.3 (174.0))
Acceleration 0–100 km/h (0–62.1 mph) in s	4.5
Combined fuel consumption in l/100 km (US mpg)	8.9–8.8* (26.4–26.7)
Combined CO₂ emissions in g/km (g/mi)	204–202* (328.3–325.1)
Drive	quattro drive
Transmission	Seven-speed S tronic

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At less than 50 centimeters (*19.7 in*) in length, the 2.5 TFSI engine is extremely compact and is 26 kg (*57.3 lb*) lighter than the previous model. Its crankcase is made of aluminum, which alone saves 18 kg (*39.7 lb*). Elaborate measures reduce internal friction while at the same time increasing power output. The cylinder barrels are plasma-coated; the crankshaft main bearings are six millimeters (*0.2 in*) smaller in diameter. The crankshaft is hollow bored and is therefore 1 kg (*2.2 lb*) lighter, while the aluminum pistons have integrated channels for oil cooling. In the short warm-up phase after a cold start, the switchable water pump does not circulate the coolant in the cylinder head – the 2.5 TFSI engine thus reaches its operating temperature more quickly. This lowers the coefficient of friction and reduces fuel consumption. A start/stop system and a recuperation system also contribute to the level of efficiency. In the NEDC cycle, the RS Q3** consumes 8.9 liters of fuel per 100 km (*26.4 US mpg*) and the RS Q3 Sportback** consumes 8.8 liters of fuel per 100 km/h (*26.7 US mpg*).

The 2.5 TFSI has won the sought-after “International Engine of the Year Award” nine times.

Optimum power delivery: the dual injection system

The gas exchange of the five-cylinder engine is designed for high throughput. The large turbocharger presses the intake air into the combustion chambers with up to 1.35 bar. The intercooler with its 80 percent efficiency reduces the temperature in order to achieve the highest possible oxygen concentration. Intake and exhaust camshafts can be adjusted as required. On the exhaust side, the [Audi valvelift system \(AVS\)](#) changes the duration of valve opening depending on the throttle and engine speed at two levels – for moderate use at low and partial throttle as well as for a spontaneous throttle response and increased tractive power at full throttle. To improve the mixture formation, the 2.5 TFSI works with a dual injection system that can inject fuel into the intake tract as well as directly into the combustion chamber. The duration and type of injection can be variably optimized for each engine operating point.

Unique: five-cylinder sound

1-2-4-5-3 – firing alternates between adjacent cylinders and those far apart from one another. The particular firing sequence and the odd number of cylinders make for a very special rhythm and unique engine sound. The basic tone is accompanied by characteristic harmonic frequencies. The engine control unit also contributes indirectly to the unmistakable sound. At high load, the flaps in the exhaust system open for an even fuller sound.

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The dual-branch RS exhaust system underscores the characteristic sound of the five-cylinder firing sequence. The optionally available RS sport exhaust system with black tailpipe trims further accentuates the unmistakable sound.

Transmission

In the RS Q3** and the RS Q3 Sportback**, the power of the five-cylinder engine is transmitted as standard via a [seven-speed S tronic](#) to the [quattro permanent all-wheel drive](#). The lower gears of the compact dual-clutch transmission are dynamically short, while the seventh gear has a long ratio to reduce fuel consumption. A heat exchanger conditions the transmission oil; the bevel-gearing to the prop shaft weighs 2 kg (4.4 lbs) less than its predecessor.

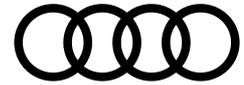
The driver can let the [seven-speed S tronic](#) operate automatically or can change gear themselves using the selector lever or the steering wheel shift paddles. There is also a choice of two driving programs in automatic mode. In D mode, the engine is optimized for everyday traffic. In S mode, the engine is designed for more agility and the revs are higher. In all cases, gear shifts are performed within hundredths of a second and almost imperceptibly. Launch Control enables starts with optimum traction.

Variable power distribution: the quattro drive

The [quattro permanent all-wheel drive](#) combines dynamism and stability. Its central component is the electronically regulated and hydraulically actuated multi-plate clutch that is installed on the rear axle in the interest of weight distribution. The multi-plate clutch distributes the drive force to the front and rear axles at lightning speed and as required, using a software tailored specifically to the RS models. Depending on the driving style and coefficient of friction, between 50 and 100 percent of the available drive force can be sent to the rear axle. An electrically driven pump presses the plates in the clutch together with a maximum oil pressure of 40 bar. As soon as the grip on the road is reduced or the driver adopts a more sporty driving style, the clutch can direct some of the drive force to the rear axle when turning into the corner.

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Tuned specifically to the RS: stabilization control with two modes

The Electronic Stabilization Control (ESC) and the anti-slip control have been tuned specifically to the RS. In addition to the full mode, there is also a sport mode in which the ESC intervenes later. This provides additional driving pleasure and also enables controlled drifting on low-friction road surfaces with optimum framework conditions. If the driver pushes the ESC button for longer than three seconds, the ESC switches off completely to allow particularly sporty handling.

At the limits of dynamic driving performance, the quattro drive works closely together with the [wheel-selective torque control](#). When driving with a sporty style, it brakes both the wheels on the inside of the curve very slightly, thereby increasing the drive torque on the wheels on the outside of the curve with the higher wheel load. The difference in drive forces turns the car into the curve, allowing the car to follow the steering angle precisely. The result: precise, agile and neutral handling.

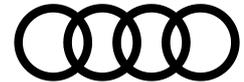
Suspension

The consistently sporty suspension tuning is a basic requirement for the outstanding driving characteristics of the RS Q3** and RS Q3 Sportback**. The standard RS sport suspension lowers the body of the high-performance sports car by 10 millimeters (*0.4 in*) as compared to the Audi Q3** and Audi Q3 Sportback**. At the front axle with its McPherson design featuring lower wishbones, the track width is 1,590 millimeters (*5.22 ft*). At the rear axle, the four-link design provides a track width of 1,583 millimeters (*5.19 ft*).

The dynamic handling system [Audi drive select](#) influences not only the suspension, but also the quattro drive, the steering, the S tronic, the engine characteristics, and the sound. Depending on the selected equipment variant, there is a choice of five or six modes: comfort, auto, dynamic, efficiency and individual or, as an alternative to the individual mode, two new RS modes, RS1 and RS2. Via the [MMI touch](#) display, the driver can adjust and save the two RS modes individually. Simply pressing the new “RS MODE” steering wheel button provides rapid access to the two new modes and allows the driver to switch between modes.

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The perfect setting: the RS sport suspension plus with controlled dampers

The new RS Q3** and RS Q3 Sportback** are optionally available with RS sport suspension plus with [Dynamic Chassis Control \(DCC\) adaptive damper control](#). Here, an electrically actuated proportional valve regulates the flow of oil into the damper pistons. Sensors measure the structural movements of the body, and the RS-specific tuned dampers then adjust accordingly to the road surface conditions and driving situation. The suspension provides the optimum damping force for each damper within milliseconds – low for hard bumps; high to brace the body during fast cornering or when braking. The upshot is enhanced dynamics, precise stability, and agile handling coupled with even greater comfort. With the standard dynamic handling system [Audi drive select](#), the driver can specify the basic working method of the dampers, further increasing the bandwidth between soft rolling motion and taut handling.

Sporty, precise handling: steering, wheels, brake system

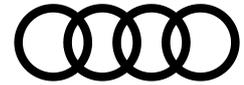
The RS-tuned [progressive steering](#) also conveys close contact with the road even on fast curves. It has a sporty gear ratio of 14.1:1 even in the center position. It becomes increasingly direct the more the driver turns the steering wheel until it reaches 8.8:1 when the steering wheel is turned all the way. This allows the compact sports cars to be moved with agility and precision using little steering effort when maneuvering and driving through tight curves. The electromechanical power assistance is designed to fit in with this: The slower the car drives, the more its intensity increases.

For the first time on a compact high-performance SUV, customers can choose between 21-inch wheels in various rim designs. Behind the standard 20-inch or optional 21-inch wheels, the all-new six-piston RS steel brake system works with ventilated and perforated disks measuring 375 millimeters (14.8 in) (front) and 310 millimeters (12.2 in) (rear, not perforated). Their brake calipers are painted black as standard or red as an option. Alternatively, customers can choose a newly developed RS ceramic brake. Its calipers are available in gray, red, gray, or blue. Overall, the ceramic brake system weighs 10 kg (22 lb) less than the steel brake system and thus reduces the unsprung mass. In front, the braking power is generated by newly developed monoblock aluminum calipers and ceramic brake disks that are 380 millimeters (15.0 in) in diameter. At the rear, fist calipers and steel discs that measure 310 mm (12.2 in) in diameter ensure the necessary deceleration.

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Body

The measurements of the new RS Q3** are all larger as compared to those of the predecessor model. At 4,506 millimeters (*14.8 ft*), it is 96 millimeters (*3.8 in*) longer than its predecessor. Its width has increased by 10 millimeters (*0.4 in*) to 1,851 millimeters (*6.1 ft*), and its height has increased by 4 millimeters to 1,602 millimeters (*5.3 ft*) (without the roof antenna) as compared to the first generation of the RS Q3. In combination with its wheelbase – extended by 77 millimeters (*3.0 in*) to 2,680 millimeters (*8.8 ft*) – it is much more spacious than before. Within the segment, it exceeds its competitors in terms of both shoulder room at the front and rear and knee room in the rear compartment.

The new RS Q3 Sportback** is also among the most spacious models in its segment. It is 4,507 mm (*14.8 ft*) long, 1,557 mm (*5.1 ft*) tall (without the roof antenna), and 1,851 mm (*6.1 ft*) wide. The high-performance SUV Coupé is therefore 45 millimeters (*1.8 in*) flatter than its sister model. The wheelbase of the Sportback also measures 2,680 millimeters (*8.8 ft*).

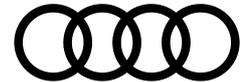
Maximum variability: the space concept

The new RS Q3** and RS Q3 Sportback** are designed as fully fledged five-seater models and also offer maximum everyday usability for all their sportiness. As standard, the rear bench, including the center armrest and cup holder, can be moved longitudinally by 150 millimeters (*5.9 in*) in the RS Q3** and by 130 millimeters (*5.1 in*) in the RS Q3 Sportback**; the backrest is divided into three sections at a ratio of 40:20:40 and can be tilted in seven increments. Depending on the position of the rear bench and backrests, the luggage compartment holds between 530 liters (*18.7 cu ft*) and 675 liters (*23.8 cu ft*); with the backrests folded down, it holds 1,525 liters (*53.9 cu ft*) (Sportback: 1,400 liters (*49.4 cu ft*)). Audi also offers an electric tailgate upon request. In conjunction with the convenience key, the driver can open and close it with a foot motion.

A compound of hot-formed steel forms the backbone of the passenger cell in the body of the RS Q3** and the RS Q3 Sportback**. The body's high level of rigidity is a basic requirement for the precise handling, the top-of-the-line manufacturing quality, and the high level of crash safety. Extensive sound insulation and sophisticated aeroacoustics ensure that the interior of the two compact RS models is very quiet. The windshield is made of acoustic glass as standard.

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Interior design

The sporty design of the exterior is continued in the interior of the RS Q3** and the RS Q3 Sportback**. The accentuated horizontal lines make the interior appear spacious and roomy.

The sport seats in black leather/Alcantara with RS embossing accentuate the athletic character of the RS Q3** and the RS Q3 Sportback**. The optional RS sport seats in fine nappa leather with RS-specific honeycomb pattern and integrated head restraints are celebrating a true premiere in the Q3 family**. Their contrasting stitching comes standard in gloss black and optionally in red or blue.

Entry lighting with Audi Sport projection in the doors welcomes the driver and front passenger. RS Q3/RS logos also adorn the interior on the steering wheel and the illuminated front door sill trims with aluminum inlay. The engine can be started using the optional start-stop button with its red ring. The RS sport leather steering wheel, flattened at the bottom, comes with multifunction buttons that allow the driver to control two optional RS modes in the [Audi drive select](#) dynamic handling system. The RS-specific displays open automatically in the [Audi virtual cockpit plus](#).

Inlays in Aluminum Race, anthracite, optionally in piano finish, black, or carbon, round out the sporty interior. For the first time, the interior can also be finished entirely in black.

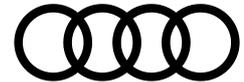
Multi-colored: RS design packages and lighting packages

RS design packages in red or blue add colored accents with contrasting stitching on the steering wheel rim, seat belt straps, floor mats, and gearshift lever. The steering wheel and selector lever are designed in Alcantara in this case. With the extended RS design packages, the panels and door armrests are trimmed in red or blue Alcantara.

The standard ambient lighting package and the multi-color contour/ambient lighting package illuminate the interior of the RS Q3** and RS Q3 Sportback** when it is dark. Due to the indirect ambient lighting emitted across the area, the door trims and center tunnel appear to be floating. The precise contour light traces the striking design lines of the interior. In the optional top-of-the-line version, the light can be adjusted to 30 different colors and also illuminates the quattro logo on the front passenger side of the dashboard.

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Controls and displays

The architecture of the instrument panel with the [Audi virtual cockpit](#) in the RS design harmonizes perfectly with the operating concept. As an option, the driver can choose the larger Audi virtual cockpit plus with shift light display that prompts the driver to upshift when the maximum engine speed is reached. Special RS displays in the Audi virtual cockpit plus also provide information on tire pressure, torque, power output, lap times, g-forces and acceleration measurements.

Quick and convenient: Free-text search and voice control

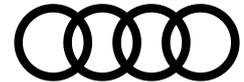
Like the entry of a navigation destination, the [MMI search](#) is based on entry of free text – via a virtual keypad when the vehicle is stationary or via handwriting recognition. If the driver is looking for a restaurant, for instance, a list of hits appears after just a few letters. The new natural language voice control, which allows freely structured wording, is even more convenient. The dialog manager asks questions if necessary, allows corrections, offers choices, and also defers to the speaker when interrupted. The dialog goes beyond menu boundaries. For example, the user can call a contact from the telephone book and add the address as a destination.

Infotainment & connectivity

MMI navigation plus in the RS Q3** and the RS Q3 Sportback** offers the same functions as in the large Audi models. For example, it recognizes the driver's preferences based on previous journeys, allowing it to generate suitable route suggestions. It also draws on the system's statistical empirical values of driving times and traffic loads. The route is calculated online on the servers of the map and navigation provider [HERE](#), using real-time data for the traffic situation. If the data connection is lost, MMI navigation plus switches to the on-board routing, which runs in parallel. There are four free updates for the map every year; if desired, they can be uploaded to the car over the air.

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Everything is connected: Audi connect and Car-to-X

MMI navigation plus is also joined by the [Audi connect](#) services onboard the new RS Q3** and the new RS Q3 Sportback**. They are the perfect addition to the navigation system. Data transfer is based on the LTE Advanced standard in almost all European countries via a SIM card permanently installed in car, the [Audi connect SIM](#). These services include traffic information online, the point-of-interest search as well as information on parking spaces and filling stations, which appear directly on the navigation map – as necessary, also with dynamic additional information such as prices and availability. Further connect services are online media streaming, online news and Twitter and e-mail inbox access.

A [Wi-Fi hotspot](#) for the passengers' mobile devices completes the Audi connect portfolio. It also supports the 5 GHz band and allows download rates up to 300 Mbit/s and upload speeds of up to 50 Mbit/s. As an option, the customer can add on data packages conveniently from the car.

For its wide-ranging [Car-to-X](#) services, the RS Q3** and the RS Q3 Sportback** use the fleet's swarm intelligence: Suitably equipped vehicles report moving into and out of parking spaces so that forecasts on vacant roadside parking spaces appear in many towns and cities. The cars from the swarm also warn each other of hazardous spots such as fog or black ice and report current speed limits.

Sound experience: telephony and listening pleasure

A variety of hardware modules supplement the infotainment portfolio of the RS models, including the [Audi phone box](#). It links the owner's smartphone to the vehicle's antenna and charges the phone inductively. A further function called voice-over-LTE helps to connect faster and makes it possible to use high-speed data transfer and high-resolution voice telephony at the same time in digital quality.

The [Audi smartphone interface](#) establishes contact with the customers' iOS and Android smartphones and transfers their Apple CarPlay or Android Auto environment to the MMI display. For the iPhone, this even works wirelessly with MMI navigation plus. There are two USB ports in the center console for connecting smartphones physically. They offer a loading and data function for playing music from a portable media player via the loudspeakers in the car. One of them is compatible with type C with fast transfer rates and a symmetric port for easy connection. Customers can order two optional USB-C ports in the rear for charging devices.

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The [Bang & Olufsen Premium Sound System](#) with virtual 3D sound that delivers up to 680 watts provides special listening pleasure. It drive 15 loudspeakers, six of which generate the virtual 3D sound. Four of these are located in the area of the instrument panel, where they use reflections from the windshield. The other two are positioned in each of the D-pillars. An algorithm that Audi developed in collaboration with the Fraunhofer Institute adds impressive breadth and depth to the sound. A digital radio tuner completes the hardware of the infotainment program.

Driver assist systems

Numerous assist systems in the new Audi RS Q3** and the new Audi RS Q3 Sportback** increase the levels of safety and comfort both on long journeys and in urban traffic. In Germany, a number of systems are included as standard, while many others are available as an option or as a package.

Safety included: the standard systems

The RS Q3** and RS Q3 Sportback** are equipped with numerous systems as standard. [Audi pre sense front](#) provides assistance in the event of danger of collision. The system detects critical situations in front of the car by means of front radar and also registers pedestrians and cyclists in addition to vehicles. It gives the driver a visual, acoustic, and haptic warning and initiates emergency braking in the event of an emergency. This is also when the preventive protection measures of [Audi pre sense front](#) come into play. As soon as the vehicle sensors detect an unstable driving condition, the system electrically tightens the front seat belts, closes the windows and the optional sliding roof, and activates the hazard warning lights to warn the cars driving behind. This happens, for example, if the electronic stabilization control (ESC) sensors detect skidding or hard braking.

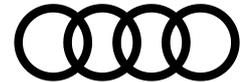
If the driver has not turned on a turn signal and the car is about to cross a lane marking detected by the front camera, the [lane departure warning](#) assists with steering corrections. The [lane change warning](#), which uses two radar sensors directed toward the rear, is also on board in Germany. If the system detects a vehicle located in the blind spot or approaching quickly from the rear, a warning LED is lit in the relevant exterior mirror.

[Parking system plus](#), which also comes standard with the RS Q3** and the RS Q3 Sportback**, assists the driver by outputting acoustic signals and displays in the [MMI touch](#) display during parking and maneuvering.

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Optional systems: individual or as a package

[Adaptive cruise assist](#) is a highlight among the optional systems. It combines the functions of adaptive cruise control, traffic jam assist, and active lane assist, including control to the middle of the lane, and is active up to a speed of 200 km/h (124.3 mph). It assists the driver with longitudinal and lateral guidance, thereby increasing the level of comfort substantially on long journeys in particular. The system is part of the assist package that also includes [high-beam assist](#) and [emergency assist](#). The latter detects within system limits whether the driver is inactive and accordingly provides visual, acoustic, and haptic warnings. If this does not prompt a reaction, the system takes control of the car and automatically stops it in its own lane. The hazard warning lights are also activated in this case.

– End –

Fuel consumption of the models listed

(Information on fuel consumption and CO₂ emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used)

Audi RS Q3

Combined fuel consumption in l/100 km: 8.9 - 8.8;
Combined CO₂ emissions in g/km: 203 - 202

Audi RS Q3 Sportback

Combined fuel consumption in l/100 km: 8.9 - 8.8;
Combined CO₂ emissions in g/km: 204 - 202

Audi Q3

Combined fuel consumption in l/100 km: 7.6 - 4.7;
Combined CO₂ emissions in g/km: 174 - 123

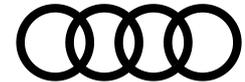
Audi Q3 Sportback

Combined fuel consumption in l/100 km: 7.7 - 4.7;
Combined CO₂ emissions in g/km: 174 - 123

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The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit www.audi.de/wltp.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the “Guide on the fuel economy, CO₂ emissions and power consumption of new passenger car models”, which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany and at www.dat.de.

The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2019, the Audi Group delivered to customers about 1.846 million automobiles of the Audi brand, 8,205 sports cars of the Lamborghini brand and 53,183 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.

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