



## **The best in its class rolling up to the starting line: New Audi RS 3 now available to order**

- **Technology highlights: five-cylinder engine, torque splitter, and RS sport suspension plus**
- **Highly customizable: new exterior and interior colors available**
- **Market launch: this fall at European dealers**

**Ingolstadt, July 22, 2021 – The new Audi RS 3\*\* is best in its class in terms of acceleration and top speed. The torque splitter, installed in an Audi for the first time, gives the vehicle maximum agility and optimum stability. Two additional RS driving modes make both fast lap times and controlled drifts on closed-off tracks possible. The new RS 3\*\* is available to order starting today. In Germany, the RS 3 Sportback\*\* starts at 60,000 euros, the RS 3 Sedan\*\* at 62,000 euros.**

The highly emotional total package offered by the new Audi RS 3\*\* is rooted in its legendary five-cylinder high-performance engine. In the latest generation of the compact sports car, the 2.5 TFSI, boasting 400 hp and 500 Nm, is more powerful than ever. The RS 3 Sportback (combined fuel consumption in l/100 km\*: 8.8 – 8.3; combined CO<sub>2</sub> emissions in g/km\*: 201 – 190) and the RS 3 Sedan (combined fuel consumption in l/100 km\*: 8.7 – 8.2; combined CO<sub>2</sub> emissions in g/km\*: 198 – 188) both sprint from zero to 100 km/h in 3.8 seconds. Equipped with the RS dynamics package plus, which includes an adaptive suspension with damper control and ceramic brakes, its top speed hits 290 km/h. This makes the Audi RS 3\*\* the best in its class in terms of acceleration and top speed.

### **A question of preference: the new RS 3 driving modes**

The torque splitter, equipped in an Audi for the first time, enables fully variable torque distribution between the rear wheels. An electronically controlled multiple disc clutch is used on each of the drive shafts for this purpose. During dynamic driving, the torque splitter increases the drive torque to the outer rear wheel with the higher wheel load. Due to the difference in propulsive forces, the car turns into the curve even better and follows the steering angle more precisely. This results in optimal stability and maximum agility – especially when cornering at high speeds. The new technology also makes controlled drifts on closed-off tracks possible – in this case, the torque splitter directs all of the power to only one of the rear wheels, with up to 1,750 newton meters per wheel possible. Audi even developed a driving mode specifically for the RS 3 for this purpose – “RS Torque Rear” – as a drift mode with its own characteristic curve for the torque splitter.

When the newly developed RS Performance driving mode is activated, the torque splitter minimizes understeering and oversteering, thereby delivering a particularly dynamic, sporty ride

**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.**

\*Information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.

\*\*The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



along the longitudinal axis. This results in earlier acceleration out of corners and thus faster lap times. The RS Performance mode is specially calibrated to the Pirelli P Zero “Trofeo R” semi-slick tires, which are optionally available factory-mounted for the first time. In its standard configuration, the RS 3\*\* sports 19-inch wheels in a 10-Y spoke design with 265/30 tires at the front and 245/35 tires at the rear.

### **Highly customizable: new exterior and interior colors available**

The new RS 3 models\*\* offer a wide range of colors. In addition to Kyalami Green and Turbo Blue, customers can select from the metallic finishes Kemora Gray, Mythos Black, Glacier White, Tangor Red, and Python Yellow as well as the Daytona Gray pearlescent finish. The roof of the Audi RS 3 Sedan can also be ordered in the contrasting color Brilliant Black for the first time.

In the interior, the carbon-fiber trim in the instrument panel and RS sport seats with RS embossing and diamond quilting add to the racing feel. The seat upholstery is optionally available in fine Nappa leather with RS honeycomb stitching and glossy black, red, or, for the first time, green contrast stitching. RS Design packages in red and green are available to match. They include special floor mats with contrast stitching and RS embroidery as well as seatbelts with colored edges. The Design package plus includes seat corners in red or green and colored accents on the air vents.

### **First Audi with head-up display featuring blinking shift indicator**

In the interior, the driver gazes upon the Audi virtual cockpit plus, featuring the RS Runway design for the first time. This setting displays RPMs in the opposite direction in a manner that visually resembles an airplane runway – the highest number of rotations in the foreground and the lowest in the background. In addition, the Audi virtual cockpit plus includes displays for g-forces, lap times, and acceleration from 0 – 100 km/h, 0 – 200 km/h, quarter mile, and eighth of a mile. The 10.1-inch touch display in the center console also displays the temperatures of the coolant, engine oil, and transmission oil, as well as the pressure of all four tires. Also available for the first time for the Audi RS 3\*\* is a head-up display that projects relevant information onto the windshield in the driver’s direct line of sight in addition to a blinking shift indicator.

### **Market launch and pricing**

The Audi RS 3 Sportback\*\* and the RS 3 Sedan\*\* are now available to order in Europe. The new RS 3 models will be launched in the fall of this year. The base price for the Audi RS 3 Sportback\*\* is set at 60,000 euros, while the Audi RS 3 Sedan\*\* is listed at 62.000 euros.

\*Information on fuel consumption and CO2 emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.

\*\*The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



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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 19 locations in 12 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy), and Ducati Motor Holding S.p.A. (Bologna/Italy).

In 2020, the Audi Group delivered to customers about 1.693 million automobiles of the Audi brand, 7,430 sports cars of the Lamborghini brand and 48,042 motorcycles of the Ducati brand. In the 2020 fiscal year, AUDI AG achieved total revenue of €50.0 billion and an operating profit before special items of €2.7 billion. At present, 87,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.

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### **Fuel consumption of the models named above**

*Information on fuel/electricity consumption and CO<sub>2</sub> emissions in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.*

#### **Audi RS 3 Sportback**

Combined fuel consumption in l/100 km: 8.8 – 8.3 (26.7 – 28.3 US mpg)\*;

Combined CO<sub>2</sub> emissions in g/km: 201 – 190 (323.5 – 305.8 g/mi)\*

#### **Audi RS 3 Sedan**

Combined fuel consumption in l/100 km: 8.7 – 8.2 (27.0 – 28.7 US mpg)\*;

Combined CO<sub>2</sub> emissions in g/km: 198 – 188 (318.7 – 302.6 g/mi)\*

The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the realistic test conditions, the fuel consumption and CO<sub>2</sub> emission values measured are in many cases higher than the values measured according to the NEDC. Vehicle taxation could change accordingly as of September 1, 2018. Additional information about the differences between WLTP and NEDC is available at [www.audi.de/wltp](http://www.audi.de/wltp).

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electrical consumption, CO<sub>2</sub> emissions and performance figures.

Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all 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, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).