



Lap record on the Nordschleife: Audi RS 3 fastest in the compact class

- **7:40.748 minutes: a new top speed in the compact segment**
- **Ideal setup: torque splitter, semi-slicks, and RS sport suspension plus**
- **At the wheel: Frank Stippler, Audi Sport racing and development driver**

Ingolstadt, August 3, 2021 – With a time of 7:40.748 minutes, the new Audi RS 3 Sedan (combined fuel consumption in l/100 km: 8.7 – 8.2 (27.0 – 28.7 US mpg)*; combined CO₂ emissions in g/km: 198 – 188 (318.7 – 302.6 g/mi)*) is the fastest compact model on the Nürburgring Nordschleife. In June, Audi Sport racing and development driver Frank Stippler beat the previous lap record in that class by 4.64 seconds. Above all, the torque splitter, with its fully variable torque distribution on the rear axle, contributed to the record time – Vorsprung durch Technik.

“I’m proud of the whole team. Everyone worked hard for this day,” said Audi RS 3** Technical Project Leader Marvin Schwätter when the record time appeared on the board. “When we started development, we didn’t know just how quickly our compact sportscar would really be on the Nordschleife,” he explained. “But over the course of endurance testing, we determined that we could reach very good times and set a new record.”

Before the record-setting lap, driver Frank Stippler’s team only adjusted the tire pressure in the Pirelli P Zero “Trofeo R” semi-slicks to the track conditions. “We don’t have unlimited opportunities to try for a record like this,” said Stippler. “That’s why a little is always necessary on the day when it matters – particularly with respect to tire pressure, because that also affects how the torque splitter functions. We succeeded. It was a triumphant day all around.”

Vorsprung durch Technik: The setup for the best time

The basis for the record is the interplay of top technologies. For the first time ever, a [torque splitter](#) is being used in an Audi model. It distributes torque fully adjustably between the rear wheels – controlled via a multiple disc clutch on each of the drive shafts. During dynamic driving, it increases the drive torque to the outer rear wheel with the higher wheel load. This means that on right turns, there is more torque on the left rear wheel and the opposite on left turns. The RS 3** therefore turns into the curve even better and follows the steering angle more precisely. “In general, the new RS 3** is much more agile when driving from the middle of the curve to its end and when accelerating out of the curve,” said Frank Stippler.

“For me, the torque splitter is a quantum leap in terms of agile driving.” That is particularly apparent in combination with the newly developed RS Performance driving mode, which, with its own engine and transmission characteristics, is specially calibrated for the racetrack. There, the torque splitter ensures the most neutral handling possible with little oversteering or

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 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.



understeering in different driving situations. This makes early acceleration possible upon exiting a curve, enabling faster lap times.

The setup is completed by the Pirelli P Zero “Trofeo R” semi-slick tires, which are now optional *ex factory* for the first time, the 19 inch ceramic braking system in the front, and the RS sport suspension plus with adaptive damper control. It individually and continuously adjusts each shock absorber to the road conditions, the driving situation, and the mode selected in Audi drive select. RS Performance mode is equipped with two setups for different racetracks – one is adjusted for comfort on uneven tracks like the Nordschleife, where minimizing vertical excitation while maintaining high lateral dynamics matters, and the other is a sporty setup for even racetracks like the Hockenheimring. With its ceramic braking system and adaptive suspension, the legendary five cylinder high-performance engine in the RS 3** delivers a maximum speed of 290 km/h (180.2 mph) – the highest in its segment. The RS 3** is also the best in its class with acceleration from 0 to 100 km/h (62.14 mph) in 3.8 seconds.

Audi staff donate money for flood victims in Rhineland-Palatinate

Audi, together with its shop committee, has issued a call to its employees for [donations](#) to help flood victims. Among others, collections will go to affected areas in Rhineland-Palatinate, including around the Nürburgring. The company is also going to raise the staff’s donation to a six-figure amount.

Product and Technology Communications

Julia Winkler

Phone: +49 841 89-44904

Email: julia.winkler@audi.de

www.audi-mediacycenter.com



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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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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.

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, CO₂ emissions and performance figures.

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 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).