

AUDI AG
Product Communications
85045 Ingolstadt, Germany
Tel: (0841) 89-32100
Fax: (0841) 89-32817

March 2011

The Audi Model Range

Audi A1	2
Audi A3, A3 Sportback, A3 Cabriolet	6
Audi A4, A4 Avant, A4 allroad quattro	11
Audi A5 Coupé, A5 Cabriolet, A5 Sportback	16
Audi A6, A6 Avant, A6 allroad quattro	22
Audi A7 Sportback	28
Audi A8, A8 L, A8 L W12	31
Audi Q5	34
Audi Q7	36
Audi R8, R8 Spyder, R8 GT	39
Audi TT Coupé, TT Roadster	43
Audi S and RS models	46

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.

The Audi A1

Audi has successfully entered a new vehicle class. The compact A1 unites all of the strengths of the brand – a progressive design, uncompromising quality and groundbreaking efficiency – in a space measuring 3.95 meters (12.96 ft) in length. The compact model with the four rings is dynamic and high-quality, emotion-packed and individual. Its powerful engines and the agile chassis make it the sportiest car in the segment.

After just a few months on the market, the A1 has already won numerous awards, including the “Auto Trophy” from *Auto Zeitung*, the “Golden Steering Wheel” from *Auto Bild* and *Bild am Sonntag* and the “Car of the Year Award” from *What Car?* It was also voted as one of the “Best Cars of 2011” by the readers of *auto motor und sport*. The A1 also received the top five star rating in the Euro NCAP crash test.

Body and interior

The design with the encircling shoulder line is cutting-edge and integrates the Audi A1 into the large model family. The front end with the dominating single-frame grille, the side line with the distinctive roof arch, the coupé-like C-pillars and the large wheel arches are among its defining style elements. The hood and the rear hatch wrap around the body. Audi offers optional xenon plus headlights with LED daytime running light strips and LED tail lights. The tail lights are already three-dimensionally styled in the base model and are unmistakable, day or night.

High- and ultra high-strength steels comprise two-thirds of the compact model's body. The strongest of these are the hot-shaped steels, which draw their extremely high tensile strength from a dramatic temperature increase during the shaping process. Hot-shaped steels are used primarily within the passenger cell. They provide the basis for the precise, sporty handling, the good comfort, the quiet interior, the excellent passive safety and the low base weight.

The interior of the Audi A1 is spacious, bright and airy. The instrument panel bears hints of an airplane wing; its four round air vents are reminiscent of jet engines. The clean, clear controls are every bit a classic Audi strength as the superior workmanship. Many lovingly designed details underscore the premium character of the A1.

Drivetrain

The Audi A1 is available with a choice of five four-cylinder engines: three TFSI engines and one TDI. A second diesel rounds out the lineup. All of the engines follow the downsizing principle – they substitute turbocharging for displacement and draw their fuel through direct injection units. Their performance range extends from 63 kW (86 hp) to 136 kW (185 hp). The most powerful 1.4 liter engine uses a supercharger and a turbocharger for forced induction.

All versions of the A1 impress with exemplary fuel economy. Standard cycle values lie between 3.9 and 5.9 liters per 100 kilometers (*39.87 - 60.31 US mpg*). The 1.6 TDI with 66 kW (90 hp) and manual transmission emits only 99 g of CO₂ per kilometer (*159.33 g/mile*). Efficiency modules that come standard with all versions (except the 66 kW/90 hp 1.6 TDI with S tronic and the 136 kW/185 hp 1.4 TFSI) are a start-stop system and a recuperation system. A new, particularly effective thermal management system in the engine contributes to the low fuel consumption of the 1.2 TFSI.

Engine lineup:

- 1.2 TFSI with 63 kW (86 PS)
- 1.4 TFSI with 90 kW (122 PS)
- 1.4 TFSI with 136 kW (185 hp)
- 1.6 TDI with 66 kW (90 hp), available later this year
- 1.6 TDI with 77 kW (105 hp)

At Audi, efficiency always means high-tech. The A1 1.4 TFSI with 90 kW (122 hp) and the 1.6 TDI with 66 kW (90 hp) are available with the seven-speed S tronic dual-clutch transmission. The S tronic is standard in the top model. The dual-clutch transmission shifts extremely quickly, comfortably and with no perceptible interruption to the flow of power.

It can be operated as an automatic or manually, with paddles on the steering wheel available as an option. Thanks to its high efficiency and the intelligent control system, the S tronic also helps to reduce fuel consumption.

Chassis

The agile, wide-track chassis moves the A1 to the head of its class. Whether in the city, on an interurban road or on the expressway – the small compact is always great fun to drive thanks to its sporty setup, the favorable weight distribution and the direct-ratio steering. The powerful top model sprints from zero to 100 km/h (*62.14 mph*) in 6.9 seconds and features a particularly sporty setup.

The ESP stabilization program with electronic limited slip differential, which comes standard on all models, makes the handling even more precise while also enhancing driving safety. It minimizes understeer at the cornering limit by means of slight braking, which also improves traction.

Equipment and trim

In addition to the Attraction and Ambition trim lines, Audi also offers a media style package focused on infotainment and interior design. In addition to 16-inch aluminum wheels, sport seats with lumbar support, a leather steering wheel and aluminum-look interior trim, the Ambition line also comes standard with the on-board computer with efficiency program and shift indicator.

Innovative materials and modern colors emphasize the youthful character of the Audi A1. Whether color-coordinated air vents, LED interior lights or seat covers in expressive colors – customization is the key. The equipment program offers countless opportunities for matching the A1 to the driver's own personal style. There are even a variety of paint finishes from which to choose for the roof arch. Customers can also order many features after the initial sale to follow a trend or a whim.

The available infotainment and multimedia systems for the Audi A1 come directly from the full-size class. The top of the line is MMI navigation plus, a media center that sets new standards in the compact segment. It borrows closely from the system used in Audi's A8 flagship, including the monitor that folds out from the instrument panel and the control unit, which uses MMI logic.

The connectivity package, which is based on the concert radio, includes a navigation preparation kit that allows the customer to later install a map-based navigation system – that, too, is a new idea. The 465 watt Bose surround sound system with 14 speakers is just one example of the additional high-end complementary features available. Convenient Bluetooth and wired interfaces are available for cellular phones and external players such as the iPod.

The Audi A3 and Audi A3 Sportback

The Audi A3 and A3 Sportback are the sporty models in the compact segment. The upscale equipment and trim underscores their elegant style. Audi optionally equips its two premium compact models with highly developed technologies such as the S tronic dual-clutch transmission, the Audi magnetic ride suspension system and quattro permanent all-wheel drive. All of the engines combine powerful and sporty performance with low fuel consumption. The A3 1.6 TDI sets efficiency standards with CO₂ emissions as low as 99 grams per km (*159.33 g/mile*). The Audi A3 won its class for the “Internet Auto Award” sponsored by the website AutoScout24 a few months ago.

Body and interior

The design expresses the sporty elegance of the three-door A3 and the five-door A3 Sportback. The optional xenon plus headlights are combined with LED daytime running lights. The single-frame grille element and the trims on the B-posts are painted in high-gloss black, the lower air inlets have chrome struts and there are chrome strips in the door handles. All versions of the A3 have a diffuser insert with a distinctive spoiler lip in the rear. Light guide rods in the tail lights of the A3 Sportback form a distinctive contour; the three-door model features tinted tail lights.

Sporty elegance infuses the interior, as well. The instruments feature faces backed in gray, and a flat-bottomed, leather sport steering wheel is available as an option. The air vents are framed in black rings while the optional navigation system sports a high-gloss bezel. There are gleaming aluminum-look trim inserts on the center console, mirror adjuster switch and window lifter buttons. In models equipped with a manual transmission, a shift indicator in the driver information system (standard in the Ambition and Ambiente trim lines) complements the operating concept. The front-wheel-drive A3 provides a generous 350 to 1,080 liters (*12.36 to 38.14 cu ft*) of trunk capacity, with the front-wheel-drive A3 Sportback offering even more: 370 to 1,100 liters (*13.07 to 38.85 cu ft*).

Drivetrain

There are eight powerplants in the engine lineup for the Audi A3 and the A3 Sportback – four gasoline and four diesel units. All are cutting-edge four-cylinder units featuring turbocharging and direct injection and badged as TFSI and TDI. They offer all the qualities of Audi engine technology – efficiency, refinement, power and high torque. Audi couples most of the engines with a start-stop system that works together with both the manual and the S tronic automatic transmissions. The recuperation systems is standard with all engines.

The entry-level gasoline engine is the 1.2 TFSI; it exemplifies Audi's downsizing strategy – the substitution of turbocharging for displacement. The four-cylinder unit develops 77 kW (105 hp) and a hefty 175 Nm of torque (*129.07 lb-ft*) from its small displacement of 1,197 cc, yet averages just 5.5 liters of fuel per 100 km (*42.77 US mpg*). The most powerful gasoline engine is the 2.0 TFSI with 147 kW (200 hp).

The TDI range extends from the 1.6 TDI developing 66 kW (90 hp) to the 2.0 TDI, with an output of 125 kW (170 hp). The most efficient engine in the lineup is the 1.6-liter TDI with 77 kW (105 hp). It is available in a variety of different versions, the most economical of which averages 3.8 liters of fuel per 100 km (*61.90 US mpg*) in a three-door A3 with manual transmission. In-detail modifications to the body and chassis contribute towards this excellent figure.

Engine lineup:

- 1.2 TFSI with 77 kW (105 hp)
- 1.4 TFSI with 92 kW (125 hp)
- 1.8 TFSI and 1.8 TFSI quattro with 118 kW (160 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 147 kW (200 hp)
- 1.6 TDI with 66 kW (90 hp)
- 1.6 TDI with 77 kW (105 hp)
- 2.0 TDI and 2.0 TDI quattro with 103 kW (140 hp)
- 2.0 TDI and 2.0 TDI quattro with 125 kW (170 hp)

The range of transmission technologies is equally very diverse. Most engine versions in the A3 model series are paired with a six-speed manual transmission. Audi offers many of the engines with the extremely fast and comfortably shifting S tronic. Shift paddles on the steering wheel are standard in the Ambition line. Depending on engine version, the dual-clutch transmission has six or seven speeds. The seven-speed version uses dry clutches; the elimination of the oil supply further improves the transmission's already high efficiency.

The transmission of power to all four wheels likewise underscores the exceptional position that the Audi A3 enjoys in the premium compact class. Audi supplies quattro permanent all-wheel drive for four engine versions. Its electronically controlled multi-plate clutch, mounted on the rear axle in the interest of weight distribution, sends most of the engine's power to the front wheels under normal driving conditions. If need be, it diverts torque extremely quickly and flexibly to the rear wheels.

Chassis

The chassis of the A3 model series combines a sporty character with supreme safety and a high level of comfort. Its precision and poise stem from elaborate solutions such as a four-link rear suspension, which handles longitudinal and transverse forces independently, and the electromechanical power steering, which is as intelligent as it is efficient.

On all versions with front-wheel drive, the ESP electronic stabilization program incorporates an electronic differential lock. This intelligent software solution uses small, barely detectable brake applications to manage how torque is distributed among the wheels when at the cornering limit. These suppress any understeering, improve traction and further enhance driving safety.

For engines developing 103 kW (140 hp) and upwards, Audi supplies the adaptive damper control system Audi magnetic ride, which exploits the properties of an electromagnetic fluid. The dampers can be set for a comfortable or sporty characteristic.

Within these parameters, the system adjusts the damping forces in milliseconds depending on road conditions and the driver's style. The body is lowered by 15 millimeters (*0.59 in*).

A conventional sport suspension lowered 25 mm (*0.98 in*) and the decidedly taut S line sport suspension from quattro GmbH are also available. Wheels are available in sizes up to 18 inches – another offer from quattro GmbH.

Equipment and trim

The extensive range of high-end options demonstrates the high technological standard of the A3 model series. These include the adaptive light dynamic cornering light system for the xenon plus headlights, the high-beam assistant and the navigation system plus with MMI operating logic. It calculates routes particularly fast, has a higher resolution monitor and features three-dimensional map graphics.

The parking assistant is another very attractive feature. When driving by at speeds up to 30 km/h (*18.64 miles*), its ultrasound sensors scan the parking spaces parallel with the road; when it detects one that is large enough to reverse into, it then indicates this in the instrument cluster. All the driver needs to do is engage reverse and operate the accelerator, clutch and brakes – the car maneuvers independently and precisely into the space.

Audi A3 Cabriolet

The Audi A3 Cabriolet is an eye-catcher with its sleek and elegant lines. Its soft top is characterized by low weight and excellent fit; the hydraulic drive opens the top in only nine seconds. When in its storage compartment, the top takes up very little space thanks to the Z-shaped fold, thus allowing for a sporty vehicle design. Both semi-automatic and fully automated versions of the top are available – the latter as a specially soundproofed and thermally insulated acoustic top.

The body structure of the compact premium convertible contains a high proportion of high-strength and ultra-high-strength steels as well as targeted reinforcements that provide maximum rigidity and crash safety. The cabin offers ample space for four. The split folding rear seat backs can be unlocked from the luggage compartment to reveal a large load-through hatch. This increases luggage capacity from 260 to 674 liters (*9.18 - 23.80 cu ft*).

The A3 Cabriolet rolls off the assembly line with four gasoline and two TDI engines. Direct fuel injection and turbocharging provide for powerful performance and high efficiency. The two diesel engines come equipped with both the recuperation system and the start-stop system. The S tronic with six or seven speeds is available for the three most powerful engines. All engines power the front wheels.

Engine lineup:

- 1.2 TFSI with 77 kW (105 hp)
- 1.4 TFSI with 92 kW (125 hp)
- 1.8 TFSI with 118 kW (160 hp)
- 2.0 TFSI with 147 kW (200 hp)
- 1.6 TDI with 77 kW (105 hp)
- 2.0 TDI with 103 kW (140 hp)

The Audi A4 and Audi A4 Avant

The Audi A4 – in sedan and Avant form – is a winner in the mid-size class. Its available engines offer strong performance coupled with high fuel efficiency. They are every bit an expression of Audi's technical expertise as are the sporty handling and the numerous convenience and infotainment features taken directly from the full-size class.

The A4 is a favorite of both customers and the experts. The experts from *Auto Bild* and EurotaxSchwacke recently named it their "Value Champion" in recognition of its excellent retention of value. The "Euro NCAP Advanced" seal documents the high standard of its safety technology.

Body and interior

The Audi A4 is large and spacious. Its body, comprising mostly high-strength and ultra high-strength steels, is rigid, lightweight and offers good protection in the event of a collision. The sedan offers a trunk capacity of 480 liters (*16.95 cu ft*). Capacity with the rear seat backs folded down (a standard feature in the quattro versions) is 962 liters (*33.97 cu ft*). With the A4 Avant, these values are 490 and 1,430 liters (*17.30 and 50.50 cu ft*).

The interior offers all of the classic strengths of the brand, with uncompromising fit and finish and logical, intuitive controls. When equipped with a navigation system, the A4 features a large color monitor and the MMI control system. Audi offers the luxurious climate-controlled comfort seats as an option for the driver and front-seat passenger. Small fans provide six-speed ventilation to the seat cushion and back.

Drivetrain

The A4 model series has a particularly broad engine lineup with 13 powerplants. All of them feature direct-fuel injection and, with the exception of the top-of-the-line 3.2 FSI engine, are also turbocharged.

The V6 and the 2.0 TFSI feature different versions of the Audi valvelift system, which uses two-stage variable valve lift to further improve torque. A start-stop system is standard with many of the engines; all come standard with a recuperation system.

The most efficient model in the A4 lineup is the 2.0 TDI with 100 kW (136 hp). In the sedan, the four-cylinder diesel producing 320 Nm (*236.02 lb-ft*) of torque consumes just 4.6 liters of diesel per 100 km (*51.13 US mpg*) on average, a CO₂ equivalent of just 115 grams per km (*185.07 g/mile*). The model bundles all the know-how of the Audi modular efficiency platform – a longer transmission ratio, low rolling resistance tires and special aerodynamic details. The lower ride height improves the drag coefficient, while the on-board computer with efficiency program provides the driver with tips for fuel-efficient driving.

Two other particularly environment-friendly engines join the 2.0 TDI in the A4 lineup. A sophisticated purification system in the A4 3.0 TDI clean diesel quattro largely eliminates nitrides of oxygen so that the V6 diesel satisfies all U.S. emission standards and also the future Euro 6 standard. The A4 2.0 TFSI flexible fuel is also designed for operation on bioethanol E 85.

The engines:

- 1.8 TFSI with 88 kW (120 hp)
- 1.8 TFSI and 1.8 TFSI quattro with 118 kW (160 hp)
- 2.0 TFSI with 132 kW (180 hp)
- 2.0 TFSI flexible fuel and 2.0 TFSI flexible fuel quattro with 132 kW (180 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 155 kW (211 hp)
- 3.2 FSI and 3.2 FSI quattro with 195 kW (265 hp)
- 2.0 TDI with 88 kW (120 hp)
- 2.0 TDI with 100 kW (136 hp)
- 2.0 TDI and 2.0 TDI quattro with 105 kW (143 hp)
- 2.0 TDI and 2.0 TDI quattro with 125 kW (170 hp)
- 2.7 TDI with 140 kW (190 hp)
- 3.0 TDI quattro with 176 kW (240 hp)
- 3.0 TDI clean diesel quattro with 176 kW (240 hp)

Not less than four different power transmission technologies are available for the A4 model series. These are the classic six-speed manual transmission including shift indicator, the user-friendly tiptronic six-speed automatic, the continuously variable multitronic and the sporty seven-speed S tronic dual-clutch transmission.

The quattro permanent all-wheel drive has a slightly rear-bias in the A4. Audi already offers it as an option for the 2.0 TDI with 105 kW (143 hp) and above. It is standard with the 3.0 TDI. The electronically controlled sport differential is available as an option for the 3.2 FSI quattro and the 3.0 TDI quattro. This distributes the torque between the rear wheels as needed, making fast cornering even more dynamic.

Chassis

The dynamic chassis of the A4 is largely made of aluminum. The front suspension is a five-link construction; with a trapezoidal-link suspension at the rear. Audi also offers the optional Audi drive select control system in a number of versions. In the basic version, it modifies the engine's throttle response, the automatic transmission's shift points and the steering's mode of operation, if desired. These systems can be switched between three separate modes. Three different characteristics can be selected for these systems. When equipped with the MMI navigation system plus, an additional mode enabling the driver to create a custom profile is available.

Audi drive select is generally only available in combination with one or more additional technologies. These are the sport differential, adaptive damper control and dynamic steering. The latter's superposition gear can vary the steering ratio by nearly 100 percent, from direct when maneuvering to indirect on the highway. The system also helps combat understeer and assists with braking when the car has traction on only one side. A new technology that further improves driving dynamics comes standard on all front-wheel drive models in the A4 line: the ESP electronic stabilization program with electronic limited slip differential. By briefly pulsing the brakes at the front inside wheel, it makes handling more neutral and ensures solid grip when exiting the curve.

Assistance and communications systems

A wide range of assistance systems are available for the A4 model series. The radar-supported adaptive cruise control (ACC) adjusts the car's speed and the interval to the vehicle ahead by accelerating and braking as appropriate. In critical situations, the integrated braking guard admonishes the driver to brake, with the system's warning signals varying in intensity with the danger of the situation. Audi lane assist alerts the driver before he or she moves out of the lane. Audi side assist makes lane changes safer by means of an LED indicator in the exterior mirror that warns of critical situations.

A wide selection of modules is also available in the field of communication and infotainment, with MMI navigation, the top-of-the-line version MMI navigation plus with a large hard drive, and the concert and symphony radio systems being particularly attractive. The sound system from Bang & Olufsen, the Danish hi-fi specialists, provides luxury-class hi-fi enjoyment.

The Audi A4 allroad quattro

With its permanent all-wheel drive, the A4 allroad quattro is equally at home on road and off. It is somewhat larger, particularly in height, than the A4 Avant on which it is based. It offers 180 millimeters (*7.09 in*) of ground clearance, and distinctive design details underscore its strong character. Here, too, the trunk holds from 490 to 1,430 liters (*17.30 to 50.50 cu ft*) of luggage. Optional features include a load-securing set and an electromechanical rear hatch.

The Audi A4 allroad quattro is available with a choice of one gasoline and three diesel engines. The 2.0 TDI with 105 kW (143 hp) combines the recuperation system with the start-stop system. Whereas both 2.0 TDI engines are available only with a six-speed manual transmission, the seven-speed S tronic is available as an option for the 2.0 TFSI and the 3.0 TDI. The optional Audi drive select dynamics system makes on-road handling even more dynamic.

The engines:

- 2.0 TFSI quattro with 155 kW (211 hp)
- 2.0 TDI quattro with 105 kW (143 hp)
- 2.0 TDI quattro with 125 kW (170 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

The Audi A5 Coupé, the A5 Cabriolet and the A5 Sportback

The A5 Coupé is a classic Audi that expresses the most concentrated version of brand's emotional design language. The two-door model combines its sporty character with high efficiency, supreme refinement and uncompromising workmanship. Many full-size-class equipment features underscore its status as a modern *gran coupé*.

Design and interior

The elegance of the Audi A5 Coupé enchants the public and the experts equally. The four-seater was honored with the "2010 Design Award of the Federal Republic of Germany." Its dynamic silhouette, the sharp lines, accentuated surfaces, expressive front end, and distinctive rear end make a very confident statement. The body boasts high rigidity and low weight; the front fenders are made of aluminum.

The two-door model also offers sufficient room for adults in the back seats. The rear seat features split folding seat backs, and the trunk holds between 455 and 829 liters (16.07 and 29.28 cu ft). Functional elegance and uncompromising quality characterize the interior. Audi offers a number of special seating options, including climate-controlled comfort seats with built-in ventilation, as alternatives to the sportily low-slung standard seats.

Drivetrain

The Audi A5 Coupé also features state-of-the-art engines. The gasoline engines producing at least 132 kW (180 hp) feature the Audi valvelift system. The system varies the lift of the exhaust valves of the four-cylinder engines in two stages and manipulates the intake valves of the V6, boosting torque in both cases. All engines include a recuperation system that recovers energy during braking. All two-liter, four-cylinder versions boast the start-stop system and the on-board computer with efficiency program when paired with a manual transmission.

The engines:

- 1.8 TFSI with 118 kW (160 hp)
- 2.0 TFSI with 132 kW (180 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 155 kW (211 hp)
- 3.2 FSI and 3.2 FSI quattro with 195 kW (265 hp)
- 2.0 TDI and 2.0 TDI quattro with 125 kW (170 hp)
- 2.7 TDI with 140 kW (190 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

Available drivetrains include a six-speed manual transmission, the continuously variable multitronic and the user-friendly tiptronic. Audi offers the 2.0 TFSI quattro and the 3.0 TDI quattro with the optional seven-speed S tronic. quattro permanent all-wheel drive is standard with the 3.0 TDI, and is available as an option for three other engine variants. It can be paired with the sport differential in the 3.0 TDI and the 3.2 FSI models.

Chassis

The Audi A5 Coupé sets standards for sporty agility, luxurious ride comfort and excellent driving safety. Most suspension components are made of aluminum, and the powerful brakes can be excellently modulated.

The standard ESP electronic stabilization program with electronic limited slip differential makes the handling of all front-wheel drive models even more dynamic. It applies the brakes slightly to the front inside wheel in curves to minimize understeer and maximize traction. One high-end option in the Audi A5 Coupé is the Audi drive select driving dynamics system. It can be combined with the sport suspension with damper control, the dynamic steering and the sport differential, which variably distributes the torque between the rear wheels.

Assistance and communications systems

The driver assistance systems in the Audi A5 Coupé come from the full-size class. The Audi adaptive cruise control, Audi side assist and Audi lane assist manage the interval to the car ahead and help to the driver to change and maintain lanes. The top-end navigation system, MMI navigation plus, works with a large hard drive and a high-resolution, seven-inch display that shows a three-dimensional map.

The Audi A5 Cabriolet

Every Audi Cabriolet is equipped with a classic fabric top. The open A5 also features a lightweight, fully-automatic soft top for a dynamically elegant line. The top opens in 15 seconds and closes in 17. Audi also offers an optional acoustic top with an additional layer of foam that reduces wind noise even further.

When opened, the top folds up into a small package that takes up little space in the trunk. The trunk holds a best-in-class 320 liters (*11.30 cu ft*) with the top down and 380 liters (*13.42 cu ft*) with the top up. Among the other practical aspects of the Audi A5 Cabriolet are fold-down rear seat backrests and the large load-through to the interior, which increases luggage capacity to 750 liters (*26.49 cu ft*). Automatic belt feeds for the front seats round out the car's comfortable character; neck-level heating is available as an option. A special coating for the optional leather trim prevents seats from heating up too much in the sun.

Drivetrain

Like the A5 Coupé, the A5 Cabriolet is also available with one of four gasoline and three TDI engines. All of them feature direct fuel injection; six of them receive intake air via turbocharging. The two-liter engines with manual transmission work together with the start-stop system and the on-board computer with efficiency program; the recuperation system is standard with all engines.

The engines:

- 1.8 TFSI with 118 kW (160 hp)
- 2.0 TFSI with 132 kW (180 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 155 kW (211 hp)
- 3.2 FSI and 3.2 FSI quattro with 195 kW (265 hp)
- 2.0 TDI with 125 kW (170 hp)
- 2.7 TDI with 140 kW (190 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

Available drivetrains include the six-speed manual transmission, the continuously variable multitronic, and the seven-speed S tronic. All-wheel drive is standard with the 3.0 TDI and available as an option for all engines with 155 kW (211 hp) or more; with the top two engines, quattro permanent all-wheel drive can also be combined with the sport differential. Front-wheel drive models of the A5 Cabriolet have ESP with electronic limited slip differential on board.

Equipment and trim

The equipment and trim list for the A5 Cabriolet is based on that for the A5 Coupé. Notable options include the driver assistance systems and the MMI control and navigation system and the Bang & Olufsen sound system. The control system Audi drive select broadens the vehicle-dynamics spectrum of the open A5.

The Audi A5 Sportback

With the emotion and elegance of a coupé, the comfort of a sedan, and the practicality of a station wagon, the Audi A5 Sportback is the third member of the A5 model family. The five-door model with the flowing back end is highly decorated, having won the “Golden Steering Wheel” from *Auto Bild* and *Bild am Sonntag* plus the “Internet Auto Award” from AutoScout24. It also won the “Auto Trophy” for its class from *Auto Zeitung*.

With its A5 Sportback, Audi has once again underscored its leading role in both interior and exterior automotive design. The cabin is spacious, with all four seats offering ample room and comfort. The large luggage compartment hatch is integrated harmoniously into the rear end with the low C-pillars. Beneath it is a luggage compartment with a volume of 480 liters (16.95 cu ft), and 980 liters (34.61 cu ft) with the rear seat backs folded down.

Drivetrain

All eight engines offered in the A5 Sportback are highly efficient direct-injection engines – the diesel engines use TDI technology and the gasoline engines follow the FSI concept. In three of the four gasoline engines, the Audi valvelift system varies the lift of the valves to further increase torque. All versions come equipped with a fuel-saving recuperation system; the two-liter, four-cylinder models with manual transmission also feature a start-stop system and the on-board computer with efficiency program.

The engines:

- 1.8 TFSI with 118 kW (160 hp)
- 2.0 TFSI with 132 kW (180 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 155 kW (211 hp)
- 3.2 FSI quattro with 195 kW (265 hp)
- 2.0 TDI with 105 kW (143 hp)
- 2.0 TDI and 2.0 TDI quattro with 125 kW (170 hp)
- 2.7 TDI with 140 kW (190 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

Power is transmitted via a six-speed manual transmission, the continuously variable multitronic or the seven-speed S tronic. The A5 Sportback with 155 kW (211 hp) and the 2.0 TDI with 125 kW (170 hp) are also available with quattro permanent all-wheel drive, which comes standard with the 3.2 FSI and 3.0 TDI models. quattro can be complemented in the two top models with the optional sport differential for the flexible distribution of torque to the rear wheels. The front-wheel drive models come with the ESP stabilization program and an electronic limited slip differential.

Equipment and trim

Audi offers the same high-end options for the new A5 Sportback as for the A5 Coupé, including the Audi drive select vehicle dynamics control system. Adaptive cruise control, Audi side assist and Audi lane assist are cutting-edge driver assistance systems. There is a comprehensive range of multimedia components available; the top-of-the-line MMI navigation plus is a high-tech media center.

The Audi A6

Audi is once again setting standards in the full-size class with the new seventh-generation A6. With a broad portfolio of innovations and a lightweight body featuring numerous aluminum components, the sedan is destined to write the next chapter of the A6 success story.

Body and design

The design of the A6 stands for athleticism and elegance. The sedan is 4.92 meters (*16.14 ft*) long and 1.87 meters (*6.14 ft*) wide, but just 1.46 meters (*4.79 ft*) tall – the sportiest proportions in its class. The long hood, the low, taut roofline and the distinctive lines on the flanks create a dynamic overall impression. Up front, optional LED headlights underscore the distinctive appearance. Thanks to an intelligent composite construction concept, the body is extremely lightweight, rigid and safe. The numerous aluminum components and the high-tech steels reduce its weight by roughly 30 kilograms (*66.14 lb*) compared to its predecessor, making the body the backbone of a consistent lightweight design concept.

Depending on the version, the new business sedan is as much as 80 kilograms (*176.37 lb*) lighter than the previous model. Audi, the pioneer of lightweight design, has once again reversed the weight spiral and thus established new standards. The A6 2.0 TDI has a curb weight of just 1,575 kg (*3,472.28 lb*).

The body offers additional advantages, too. Modern materials and construction methods provide for a very low interior noise level. The precise matching of all components and systematic hydraulic damping in the axle and drivetrain bearings provide excellent vibration comfort.

Interior

The spacious interior of the new Audi A6 takes up the sinewy style of the exterior design. Its salient element is the “wrap-around” – a decorative inlay encircling the driver and the front-seat passenger. The elegant face of the instrument panel emphasizes the tension of the cockpit.

Every interior detail documents the care with which Audi builds cars. All materials, including “Beaufort oak,” an innovative layered wood veneer to be introduced later, are carefully selected and processed. The front seats are available with optional ventilation and massage functions. The ambient lighting or the interior lighting package accent the interior with tiny highlights.

The new Audi A6 features the intuitive ergonomics concept that characterizes all of the brand’s models. An efficient deluxe automatic air conditioning system and the MMI radio advanced control system come standard. The MMI navigation plus system with MMI touch is available as an option. Many features of the hard drive navigation system can be controlled via the touchpad. Audi offers an optional head-up display that projects important information onto the windshield.

Drivetrain

Audi offers the new A6 with a choice of five powerful and highly efficient four and six-cylinder engines. The two gasoline and three TDI engines produce between 130 kW (177 hp) and 220 kW (300 hp). All engines use key technologies from Audi’s modular efficiency platform – the innovative thermal management, the start-stop system and the recuperation system. Compared to the previous model, fuel consumption has been reduced by as much as 21 percent – a top mark in its class.

The most efficient engine in the lineup is the 2.0 TDI, which will be available somewhat later. When paired with the manual transmission, it consumes only 4.9 liters of fuel per 100 km (*48.00 US mpg*), which corresponds to only 129 grams of CO₂/km (*207.61 g/mile*).

The A6 hybrid will follow later. Its 2.0 TFSI and the electric motor produce a combined 180 kW (245 hp) for sporty performance. Average fuel consumption is just 6.2 liters/100 km (*37.94 US mpg*) (preliminary figure).

The engines:

- 2.8 FSI and 2.8 FSI quattro with 150 kW (204 hp)
- 3.0 TFSI quattro with 220 kW (300 hp)
- 2.0 TDI with 130 kW (177 hp)
- 3.0 TDI with 150 kW (204 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

Audi offers the new A6 with a wide range of drivetrains. Depending on the engine, the choices include a manual six-speed, the continuously variable multitronic and – new in this model line – the sporty seven-speed S tronic. With their wide gear spread and low internal friction, all engines make major contributions to efficiency.

Power is delivered to either the front or all four wheels, depending on the engine. The latest evolution of the quattro permanent all-wheel drive system features a crown-gear center differential and torque vectoring for superior traction, stability and dynamics. Models featuring the top engines will be available somewhat later with the sport differential, which actively distributes the power between the rear wheels.

Chassis

The chassis of the new A6 combines superior comfort with sporty precision. Its links are made of aluminum; the power steering features a new electromechanical drive for high efficiency. The big sedan rolls on wheels measuring between 16 and 20 inches in diameter, behind which are powerful brakes.

The Audi drive select driving dynamics system comes standard with all engine variants. Audi can also deliver the comfortable adaptive air suspension with variable damping on request. The optional dynamic steering will be available somewhat later.

Equipment and trim

The online services, on which Audi is collaborating with Google, connect the A6 to the Internet via the online Bluetooth car phone. A UMTS module pulls images and information from Google Earth up on the monitor and integrates them with the navigation route. A WLAN hotspot provides contact to mobile devices on board. Other attractive functions to be added in the near future are voice-activated Google POI search and up-to-the-minute Audi online traffic information. Topping the line of hi-fi options is the high-quality Bang & Olufsen Advanced Sound System.

MMI navigation plus works intensively together with the optional driver assistance and safety systems in the new A6. It forwards the route data to the control units for the headlights, the automatic transmission and the adaptive cruise control with stop & go function. This enables these systems to recognize complex scenarios and support the driver. The Audi pre sense safety system can in many situations reduce the severity of accidents and their consequences, or even avoid them all together.

The Audi active lane assist helps the driver to keep the A6 on course, and the park assist system relieves the driver of the chore of steering when parallel parking.

The Audi A6 Avant

The Avant in the A6 model series is a winner. It impresses with a generous and elegant body, a sporty interior, a balanced chassis and sporty, yet efficient engines. With the refined lines and perfect craftsmanship, the spacious interior has the feel of a luxury lounge. Split-folding rear seats are standard – this allows trunk space to grow from 565 to 1,660 cubic liters (*19.95 – 58.62 cubic ft*).

Four gasoline engines and five TDI engines are available for the A6 Avant. The 2.8 liter, V6 gasoline engine is equipped with the Audi valvelift system for greater torque. The efficiency champion of the model line is the Audi A6 2.0 TDI e, whose 100 kW (136 hp) diesel engine consumes on average just 5.3 liters of fuel per 100 km (*44.38 US mpg*).

The engines:

- 2.0 TFSI with 125 kW (170 hp)
- 2.8 FSI and 2.8 FSI quattro with 140 kW (190 hp)
- 2.8 FSI and 2.8 FSI quattro with 162 kW (220 hp)
- 3.0 TFSI quattro with 213 kW (290 hp)
- 2.0 TDI with 100 kW (136 hp)
- 2.0 TDI e with 100 kW (136 hp)
- 2.0 TDI with 125 kW (170 hp)
- 2.7 TDI and 2.7 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

Power from the engines is transmitted to the front wheels – or to all four wheels – via a six-speed manual transmission, the user-friendly tiptronic or the continuously variable multitronic. Audi offers quattro all-wheel drive for all engine versions developing a minimum of 140 kW (190 hp); it is standard with the two most powerful engines.

The chassis of the A6 is based on a four-link front suspension and trapezoidal-link rear suspension. The optional adaptive air suspension enables the driver to switch among four settings to vary the adaptive dampers' performance and characteristics.

Modern assistance systems make driving even more relaxing. The multimedia systems are likewise state-of-the-art.

The Audi A6 allroad quattro

The A6 allroad quattro is at home on any terrain, and comes with powerful engines to deal with any conditions. There are three units in the engine lineup.

The engines:

- 3.0 TFSI quattro with 213 kW (290 hp)
- 2.7 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

All engines are paired with the tiptronic transmission, with a six-speed manual available as an option for the three-liter diesel. quattro permanent all-wheel drive and the air suspension are standard in all models. The adaptive air suspension makes it possible to raise or lower the body's ride height by as much as 60 millimeters (2.36 in). It also offers a choice of five driving modes – from “dynamic” for the highway to “lift” for rough terrain.

The Audi A7 Sportback

Aesthetically athletic, emotion-packed design, sporty character and innovative technology: Audi enters at a new market segment with the A7 Sportback. The large five-door model with the dynamically flowing rear end unites the strengths of a coupé, a sedan and a station wagon.

Body and interior

Measuring 4.97 meters (*16.31 ft*) in length, the five-door is an Audi in a new top form. Its low, dynamically drawn roofline lends it the character of a coupé. Optional LED headlights up front accentuate its appearance. LED tail lights are standard.

The five-door coupé combines supreme long-distance comfort with a sporty character. The excellent vibration behavior is the result of painstakingly tuning all components, systematic hydraulic damping in the axle and drivetrain bearings, and the extremely stiff body. Made primarily of aluminum and high-tech steels, it is extremely lightweight and very safe. The long rear hatch opens to reveal a large luggage compartment.

Every detail of the elegant interior of the A7 Sportback documents the care with which Audi builds cars. High-quality new materials, such as "Beaufort oak", a layered wood veneer to be available somewhat later, indulge the senses. The front seats are available with optional ventilation and massage functions. The MMI operating system comes standard; among the optional equipment is a head-up display. The groundbreaking MMI touch operating system combines a hard drive navigation system with the convenience of touchpad input.

Drivetrain

Audi offers the A7 Sportback with a choice of four powerful and cultivated V6 engines: three gasoline and two TDI units. They produce between 150 kW (204 hp) and 220 kW (300 hp), and their efficiency sets new standards in the vehicle class. The new 3.0 TDI with 150 kW (204 hp) consumes on average just 5.3 liters of fuel per 100 km (*44.38 US mpg*), corresponding to CO₂ emissions of just 139 g per km (*223.70 g/mile*). All engines feature a recuperation system, innovative thermal management and a start-stop system.

The engines:

- 2.8 FSI with 150 kW (204 hp)
- 2.8 FSI quattro with 150 kW (204 hp)
- 3.0 TFSI quattro with 220 kW (300 hp)
- 3.0 TDI with 150 kW (204 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

The standard automatic transmissions also play a role in the efficiency of the Audi A7 Sportback. The user-friendly multitronic for the 2.8 FSI and 3.0 TDI, both of which produce 150 kW/204 hp, deliver the engine power to the front wheels. The sporty seven-speed S tronic for all the other engines delivers the power to all four wheels. The latest generation of quattro permanent all-wheel drive – available only with S tronic – features the crown-gear center differential and torque vectoring. It can be complemented with the optional sport differential for the rear axle

Chassis

The chassis, too, combines sporty precision with luxurious comfort. The Audi A7 Sportback rolls on large wheels measuring from 18 to 20 inches in diameter. The links are made of aluminum; the newly developed power steering features an electromechanical drive. The Audi drive select dynamics system is standard and can be supplemented by the optional adaptive air suspension. Dynamic steering will be available somewhat later.

Equipment and trim

The top navigation system, MMI navigation plus, works closely together with the many optional driver assistance and safety systems in the A7 Sportback. It provides the route data to the control units for the headlights, the automatic transmission and the adaptive cruise control with stop & go function. The Audi pre sense safety system can reduce the severity of accidents and their consequences in many cases.

The new Audi active lane assist helps the driver to keep the A7 Sportback firmly on course, and the park assist system – also new – relieves the driver of the chore of steering when parallel parking.

Audi has collaborated with Google to provide the passengers of the five-door coupé full Internet access via the online Bluetooth car phone. A UMTS module pulls images and information from Google Earth up on the monitor and integrates them into the navigation route. A WLAN hotspot connects mobile devices such as an iPad. Voice-activated Google POI search and up-to-the-minute Audi online traffic information will soon round out the range of services offered. A highly attractive range of audio modules is also available, including the Advanced Sound System from Bang & Olufsen.

The Audi A8 and the A8 L

The A8 and the long-wheelbase A8 L are at the front of the luxury class. The Audi flagship impresses with a lightweight aluminum body, powerful and highly efficient engines, the improved MMI operating system and a luxurious interior. The A8 claimed victory in its class for the “2010 Golden Steering Wheel” from *Bild am Sonntag* and *Auto Bild*.

Body

The elegant and distinctive body of the large sedan is an aluminum Audi Space Frame (ASF). It is roughly 40 percent lighter than a comparable steel body while also impressing with high rigidity and excellent vibration comfort. It earned Audi the Euro Car Body Award – the world’s most important award for innovative car body design. Another high-end solution is the LED headlights.

Drivetrain

The Audi A8 and A8 L are available with direct-injection V6 and V8 engines: two gasoline units and two TDI units. The entry level engine is the 3.0 TFSI with 213 kW (290 hp); the engine with the greatest torque is the 4.2 TDI with 258 kW (350 hp).

A second variant of the 3.0 TDI will be available for both body types later this year. It provides 150 kW (204 hp) of power, drives the front wheels and consumes only 6.0 liters per 100 km (39.20 US mpg) in the EU driving cycle. A hybrid version is also in development. It combines the power of a six-cylinder with the fuel economy of a four-cylinder.

The engines:

- 3.0 TFSI quattro with 213 kW (290 hp)
- 4.2 FSI quattro with 273 kW (372 hp)
- 3.0 TDI with 150 kW (204 hp), available later this year
- 3.0 TDI quattro with 184 kW (250 hp)
- 4.2 TDI quattro with 258 kW (350 hp)

The standard eight-speed tiptronic features closely-spaced gears while still featuring a wide spread. Its control system is purely electronic, operated with an elegant selector level and paddles on the steering wheel. The quattro permanent all-wheel drive has a distinctly sporty and rear-biased character. On request, the sport differential dynamically distributes the forces between the rear wheels; this feature is standard with the 4.2 TDI.

Chassis

The A8 and the A8 L offer both luxurious ride comfort and sporty handling. Their wheel control arms are made of aluminum. The brake discs measure up to 400 millimeters (*15.75 in*) in diameter, depending on the engine. The standard adaptive air suspension with variable damping is integrated into the Audi drive select dynamics system. It can be further supplemented by the optional dynamic steering.

Interior

The interior of the A8 enchants with light and elegant lines, craftsman-like fit and finish, and extraordinary attention to the smallest of details. Audi offers the rear seat passengers the option of two power-adjustable and heated individual rear seats, which can be paired with the optional continuous center console. The individual seats can also be equipped with optional ventilation and massage functions, and features such as a folding table and a cool box make the passengers' stay even more enjoyable.

The Audi A8 L is 13 centimeters (*5.12 in*) longer than the standard version in both wheelbase and overall length. It is available with an optional relaxation seat with power footrest. With this option, every available luxury option is on board, including a rear seat entertainment system.

Equipment and trim

The Audi A8 and the A8 L feature a new degree of technical intelligence. It is manifested in the MMI operating system or the optional MMI touch with touchpad, in the networking of the MMI navigation plus with other vehicle systems and in the assistance systems. The most important of these is the radar-based adaptive cruise control with stop & go function. It works closely together with the Audi pre sense safety system. Another highlight is the night vision assistant that marks detected pedestrians.

Audi also offers many attractive multimedia modules. The top version is the Advanced Sound System from Bang & Olufsen, which boasts 19 speakers. The luxury sedan is at the head of the pack with respect to Internet connectivity. It offers a WLAN hotspot and many attractive services in cooperation with Google as a service partner. Two high-end solutions – the Audi online traffic information service and voice-activated Google POI search – will be added in the months ahead. Another new feature will be the Audi park assist omnidirectional cameras to provide a 360 degree angle of view.

Audi A8 L W12

The A8 L W12 is the top model in the line. It is powered by a supremely powerful gasoline engine that is unusually short and lightweight. The normally aspirated, 6.3 liter engine with direct injection produces 368 kW (500 hp) and 625 Nm (*460.98 lb-ft*) of torque, yet is extremely refined.

In addition to all the qualities of the Audi A8, it also offers the performance of a sports car. The sprint from zero to 100 km/h (*62.14 mph*) is completed in 4.7 seconds; the governed top speed of 250 km/h (*155.34 mph*) is just a formality.

The Audi Q5

The Q5 combines the dynamics of a sports sedan with a highly variable interior. The mid-sized SUV is the ideal companion for active people at any stage of life.

Body and interior

With a height of 1.65 meters (*5.41 ft*), the Q5 is very low-slung for an SUV. It features sporty proportions and an elegant, muscular design. There are three versions available for the add-on body parts; Audi also offers attractive styling packages.

The tailgate, which wraps around the C-pillars, is made of lightweight aluminum, as is the hood. The body includes a large proportion of high-strength and ultra-high-strength steels. Interior space is generous, and the luggage compartment's base capacity of 540 liters (*19.07 cubic ft*) can be increased to 1,560 liters (*55.09 cubic ft*) by folding down the rear seat backs. Audi also offers an optional rear bench seat, which can be moved by 100 millimeters (*3.94 in*) and features a load-through hatch. The front passenger's seat is available with an optional folding seat back. The front seats can optionally be adjusted, heated and cooled electrically.

Drivetrain

Audi offers the Q5 with a choice of six engines: three gasoline engines and three TDI units. All engines are direct injection units; five of them are turbocharged. The torque of the gasoline engines is further boosted by the Audi valvelift system, which switches the valve lift in two stages. Regardless of the engine variant, the Q5 recovers energy during braking; the four-cylinder models with manual transmission also come standard with the start-stop system and a shift indicator.

The engines:

- 2.0 TFSI quattro with 132 kW (180 hp)
- 2.0 TFSI quattro with 155 kW (211 hp)
- 3.2 FSI quattro with 199 kW (270 hp)
- 2.0 TDI quattro with 105 kW (143 hp)
- 2.0 TDI quattro with 125 kW (170 hp)
- 3.0 TDI quattro with 176 kW (240 hp)

Chassis

The chassis also contributes to the sporty character of the Audi Q5. The five-link front suspension and the trapezoidal-link rear suspension consist largely of aluminum components; the large brakes ensure rapid deceleration. The optional Audi drive select manages the engine's throttle response, the steering characteristic and the shift points of the S tronic. Two components which can be paired are adaptive damper control and dynamic steering.

The Audi Q5 also holds its own in rough terrain: the electronic stabilization program (ESP) and anti-lock brakes both have an offroad mode. The ESP features an additional function for road driving. If a roof rack is mounted, thus raising the center of gravity, the system intervenes somewhat sooner at the limit of handling.

Equipment and trim

On request, Audi equips the Q5 with high-tech systems typical of the full-size class. Audi lane assist helps to keep in lane; Audi side assist warns of possible hazards when changing lanes. The adaptive cruise control maintains the desired interval between the performance SUV and the vehicle ahead. There is a similarly appealing range of multimedia components available.

The Audi Q7

The Q7 is the performance SUV from Audi – the big, versatile automobile for sporty individualists. It sets standards in its class with efficient engines and a standard eight-speed tiptronic transmission.

Body and interior

The design of the Audi Q7 exudes performance and presence. The hood, the front fenders, and the wrap-around rear hatch are aluminum. Add-on parts come standard in a contrasting color, with an option for parts in the body color with chrome trim. All Audi Q7 models roll off the assembly line with the high-gloss package; other interior design packages are available as options.

Thanks to its 3.00 meter (*9.84 ft*) wheelbase, the 5.09 meter (*16.70 ft*) long Q7 has interior room to spare. 27 different seating configurations are possible. The large SUV is available as a five-, six- or seven-seater, with a choice of either individual deluxe seats or a variable bench seat in the second row and an optional third row. The seat backs in the second row can be folded, increasing the cargo capacity from a volume of 775 liters (*27.37 cubic ft*) to 2,035 liters (*71.87 cubic ft*).

Three different types of seats are available for the driver and the front-seat passenger, topped by climate-controlled comfort seats that can be heated and ventilated. With its elegant lines and many upscale details, the interior conveys the typical Audi wellness feeling. The fit and finish knows no compromise.

Drivetrain

The Audi Q7 engine lineup features six engines with six or eight cylinders. The two three-liter gasoline engines – supercharged V6 units with different power ratings – and the V6 TDI are characterized by groundbreaking efficiency. The V8 diesel offers an impressive 800 Nm (*590.05 lb-ft*) of torque. A recuperation system is standard; the 3.0 TDI also features a start-stop system and sophisticated thermal management.

The most efficient engine in the Q7 is the V6 diesel with 150 kW (204 hp), which consumes an average of just 7.2 liters of diesel per 100 km (32.67 US mpg). Audi offers a particularly low-emission clean diesel model with the Audi 3.0 TDI with 180 kW (245 hp). Complex technology is used here to minimize NOx emissions. The start-stop system reduces fuel consumption.

The engines:

- 3.0 TFSI quattro with 200 kW (272 hp)
- 3.0 TFSI quattro with 245 kW (333 hp)
- 3.0 TDI quattro with 150 kW (204 hp)
- 3.0 TDI quattro with 180 kW (245 hp)
- 3.0 TDI clean diesel quattro with 180 kW (245 hp)
- 4.2 TDI quattro with 250 kW (143 hp)

All of the engines deliver their power to the quattro permanent all-wheel drive via a newly developed eight-speed tiptronic. With its wide spread and long-ratio upper gears, the automatic transmission also makes an important contribution to high efficiency.

Chassis

The Audi Q7 has a sophisticated chassis. Aluminum double wishbones mounted on subframes guide the wheels. The optional adaptive air suspension (standard in the Q7 4.2 TDI) with electronic damper control varies the ground clearance depending on the situation. The driver can choose from five characteristics using the MMI operating system.

Wheels range from 18 to 21 inches in diameter. Large, internally ventilated disc brakes provide the stopping power. Huge discs in lightweight carbon fiber-ceramic are optionally available for models with the two most powerful engines. The ESP stabilization program includes an offroad mode. A hill descent assist engages when going downhill offroad.

Equipment and trim

Among the standard features in the Audi Q7 are a two-zone, automatic air conditioning system, a high-beam assistant and the MMI radio operating system. A power rear hatch (standard in the Q7 4.2 TDI) and a rail-based load securing set for baggage are available for sports, recreation and vacation travel.

Audi offers an entire system of infotainment modules. The top-of-the-line version integrates a hard disk drive for navigation, music, and telephone data; a color monitor with 3D graphics; a DVD player; and voice control. A special highlight is the 1,000 watt Bang & Olufsen sound system with 14 speakers. Advanced assistance systems round out the list of options.

The Audi Q7 V12 TDI quattro

The Audi Q7 V12 TDI quattro is the most powerful diesel SUV in the world. Its V12 draws 368 kW (500 hp) of power from 1,750 cc displacement and delivers 1,000 Nm (*737.56 lb-ft*) of torque to the six-speed tiptronic between 1,750 and 3,250 rpm. Requiring just 5.5 seconds for zero to 100 km/h (*62.14 mph*) and with a limited top speed of 250 km/h (*155.34 mph*), the Audi Q7 V12 TDI quattro has the performance of a powerful sports car, yet consumes on average just 11.3 liters of fuel per 100 km (*20.82 US mpg*).

The luxurious standard equipment of the top model includes 20-inch wheels, a ceramic brake system, the adaptive air suspension, a Bose sound system and sport seats. Distinctive details distinguish the world's most powerful diesel SUV visually.

The Audi R8 and the Audi R8 Spyder

The R8, the high-performance sports car from Audi, is a high-tech work of art with the formidable power of its engine, the quattro permanent all-wheel drive and its lightweight Audi Space Frame (ASF) body made of aluminum. The good everyday practicality and perfect fit and finish typical of Audi complete the profile of this model athlete.

Body and interior

The forward-thrust cockpit and the engine compartment behind it are key to the proportions of the R8. Large wheel wells and hungry air inlets visualize its potential, while the upright sideblade structures the flank. LED headlights are standard in ten-cylinder R8 models and available as an option for the eight-cylinder version.

The body of the R8 is largely hand-built at the production plant at Audi's Neckarsulm site. Featuring an aluminum Audi Space Frame (ASF), it tips the scales at just 210 kilograms (*462.97 lb*). The fully-enclosed diffuser underbody and the rear spoiler that slides out automatically help ensure that the R8 generates downforce at high speeds.

The key element of the interior is the so-called monoposto, a large arc sweeping around the dashboard instruments. The relatively long wheelbase of 2.65 meters (*8.69 ft*) allows for generous interior space. There is space for two golf bags behind the seats, and the luggage compartment under the front hatch offers an additional 100 liters (*3.53 cu ft*) of storage capacity. The R8 5.2 FSI quattro comes standard with Fine Nappa leather appointments, a Bang & Olufsen sound system, and the navigation system plus. The optional bucket seats from the Audi exclusive range exude concentrated racing style.

Drivetrain

Two high-tech engines are available for the Audi R8. Both reflect the wealth of expertise which helped to fuel the Audi's numerous racing triumphs. The V8 and the V10 combine FSI gasoline direct injection with dry sump lubrication and a high-revving concept. Both machines captivate with their power, their responsiveness and their musical sound. The eight-cylinder launches the R8 from 0 to 100 km/h (62.14 mph) in 4.6 seconds en route to a top speed of 302 km/h (187.65 mph). The V10 is a touch faster, with a time of just 3.9 seconds and a top speed of 316 km/h (196.35 mph).

The engines:

- 4.2 FSI quattro with 316 kW (430 hp)
- 5.2 FSI quattro with 386 kW (525 hp)

The engines' power flows to either a six-speed manual transmission or the R tronic controlled with either a joystick on the center console or paddles on the steering wheel. The automatic transmission changes gears extremely fast, and the "Launch Control" program enables the Audi R8 to make stunningly fast starts with perfectly controlled slip.

The quattro permanent all-wheel drive is tailored to the mid-engine concept with a rear-biased axle load distribution, sending roughly 85 percent of the power to the rear wheels in the standard distribution. The heart of the system is a viscous coupling at the front axle, which can transfer up to 30 percent of the torque to the front within milliseconds, if needed.

Chassis

The chassis of the Audi R8 is just as well suited for blasting through corners as it is for casual cruising. Aluminum double wishbones locate the wheels up front and at the back. The setup for the R8 with V10 engine is somewhat stiffer than for the R8 4.2 FSI. It comes standard with 19-inch wheels. All four brake discs are internally ventilated and perforated. A total of 24 pistons clamp down on them.

The optional carbon fiber-ceramic brakes are extremely lightweight, strong, and durable. The Audi magnetic ride adaptive shock absorber system is standard in the R8 5.2 FSI quattro and an option with the V8.

The Audi R8 Spyder

The open high-performance sports car is a favorite with both the public and the experts alike. Its most recent successes include class victories in the "Auto Trophy" from *Auto Zeitung* and being voted among "The Best Cars of 2011" by the readers of *auto motor und sport* magazine.

The Audi R8 Spyder sets its own accents.. It does not include the storage space behind the seats and sideblades on the flanks. The rear side panels and the large cover over the compartment for the top are made of a carbon-fiber composite (CFC). Two cowls extending to the spoiler lip give the long back of the car a powerful profile.

Typically Audi, the top is made of cloth, which keeps the total weight and the vehicle's center of gravity low. It requires little space when open and harmonizes ideally with the design line when closed. With the standard hydraulic motor, the soft top opens and closes within 19 seconds, even while driving at speeds up to 50 km/h (31.07 mph). It is perfectly suitable for high-speed driving on the highway and is very quiet.

The separate wind deflector can be quickly installed in just two steps. The heated glass rear window is integrated into the bulkhead separately and can be raised and lowered via a switch. The bulkhead also includes integrated rollover protection. The Spyder's ASF body is reinforced in key area, yet weighs just 6 kilograms (13.23 lb) more than that of the coupé.

The leather seats of the open two-seater are specially pigmented to reduce heating as a result of the sun's rays. Among the other options is the seatbelt microphone for the hands-free unit, which makes it possible to talk on the phone with the top down on the highway. Integrated into the belts are three small microphones; a fourth is mounted on the windshield frame. The seat belt microphone is also available for the R8 Coupé.

The engines:

- 4.2 FSI quattro with 316 kW (430 hp)
- 5.2 FSI quattro with 386 kW (525 hp)

The Audi R8 GT

Even lighter, more powerful and faster – the Audi R8 GT is the exclusive top-of-the-line model of the R8 family. A limited production run of 333 units will be hand assembled. Its direct injected 5.2-liter V10 has been boosted to an output of 412 kW (560 hp). Exhaustive fine-tuning has reduced the vehicle weight by 100 kilograms (*220.46 lb*) to a curb weight of 1,525 kilograms (*3,362.05 lb*), thus improving the power-to-weight ratio to 2.72 kilograms (*6.00 lb*) per hp. The R8 GT accelerates from zero to 100 km/h (*62.14 mph*) in 3.6 seconds and reaches a top speed of 320 km/h (*198.84 mph*).

The engines:

- 5.2 FSI quattro with 412 kW (560 hp)

The Audi R8 GT is a driving machine with breathtaking lateral acceleration and lightning-fast, nearly instantaneous reactions. The 19-inch wheels keep the car planted firmly on the asphalt, and the carbon fiber ceramic brakes easily keep the power under control. A fixed rear spoiler of carbon fiber composite (CFC) provides the necessary downforce on the rear axle. Many additional components, including the sideblades and the rear hatch, are also made of CFC. The chassis of the standard shell seats is made of glass fiber-reinforced plastic (GFRP). A chassis of carbon fiber composite (CFC) is available as an option.

The Audi TT Coupé and Audi TT Roadster

Dynamic design, enthralling performance and exemplary efficiency – the Audi TT is a sports car icon. The British magazine *What Car?* recently named it Coupé of the Year for the fifth time in a row.

Body and interior

The TT Coupé has an enchantingly dynamic appearance. The decisive factor for the efficiency and driving dynamics of the TT is the body, which features hybrid Audi Space Frame technology (ASF). Lightweight aluminum is used at the front of the car back to the B-pillar, with steel panels used at the rear. The mix makes it possible to finely balance the axle loads and keep the overall weight low. The rigid and safe body in white weighs only 206 kilograms (*454.15 lb*). The TT 1.8 TFSI weighs a mere 1,240 kg (*2,733.73 lb*), a good 100 kilograms (*220.46 lbs*) less than its competitors.

The interior of the TT offers dynamic elegance and superior workmanship. The leather seat covers are specially treated to reduce solar heating by as much as 20 degrees Celsius (*68 Fahrenheit*). The 2 + 2 coupé is a sports car with a high degree of everyday practicality. The split backs of the rear seats fold down, expanding the trunk space beneath the long hatch from 290 to 700 liters (*10.24 – 24.72 cu ft*).

Drivetrain

Audi offers the TT Coupé with three four-cylinder engines with turbocharging and direct fuel injection. The two TFSI gasoline engines and the TDI combine sporty performance with high efficiency for impressively low fuel consumption figures. All three engines work with a recuperation system.

The 2.0 TFSI generates 155 kW (211 hp). The Audi valvelift system AVS adjusts the lift of its exhaust valves in two stages, which increases power, torque and efficiency.

The Audi TT 2.0 TDI consumes on average just 5.3 liters of fuel per 100 km (44.38 US mpg). Its 125 kW (170 hp) of power and a brawny 350 Nm (258.15 lb-ft) of torque provide for dynamic performance.

The engines:

- 1.8 TFSI with 118 kW (160 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 155 kW (211 hp)
- 2.0 TDI quattro with 125 kW (170 hp)

A six-speed manual transmission transfers power to the wheels regardless of the engine. Audi also offers the S tronic dual-clutch transmission for the 2.0 TFSI, which switches between its six gears extremely quickly. The quattro permanent all-wheel drive system is available as an option for the 2.0 TFSI with the S tronic; it comes standard with the TDI. The heart of the system is an electronically controlled hydraulic multi-plate clutch.

Chassis

The front suspension of the Audi TT features McPherson struts, with aluminum components used to keep the weight of the unsprung masses low. Thanks to its electromechanical drive, the power steering is highly efficient. The trailing arms of the four-link rear suspension are designed with an eye toward comfort. The connections to the three transverse links per wheel, on the other hand, are rigid in order to direct lateral forces into the body with precision.

Available as an option with all variants of the TT is the variable Audi magnetic ride shock absorber system, another high-tech feature. A computer switches the adaptive suspension between two settings as desired by the driver. The optional sport button can be used to adjust the characteristic of the gas pedal (with manual transmissions), the servo boost for the steering and the engine sound in two stages.

Equipment and trim

All TT models come with a generous array of standard equipment, including the on-board computer with efficiency program. Noteworthy options include the two navigation systems and the Bose surround sound system.

The Audi TT Roadster

The classic cloth top of the TT Roadster underscores perfectly Audi's lightweight design principle. It contributes to a low center of gravity, fits perfectly into the design line and takes up little space when open. A manual top is standard. The automatic top includes an additional acoustic mat and an electrohydraulic drive. It opens in 12 seconds, even while driving at a speed of up to 50 km/h (*31.07 mph*). The price list also includes a power net wind deflector for both versions of the top.

The TT Roadster is a pure two-seater. Two massive rollover bars protect the driver and passenger in the event of a rollover. Compared to the Coupé, its body includes reinforcements in the area of the A-pillars, the sills and the bulkhead between the interior and the luggage compartment, yet it still weighs just 251 kilograms (*553.36 lb*). The luggage compartment holds 250 liters (*8.83 cu ft*) with the top up or down.

The engines and transmissions offered for the Audi TT Roadster are identical to those offered for the Coupé.

The engines:

- 1.8 TFSI with 118 kW (160 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 155 kW (211 hp)
- 2.0 TDI quattro with 125 kW (170 PS)

The S models

Powerful performance, subtle understatement, a sumptuous level of equipment and a high degree of everyday practicality: all these attributes come together in the Audi S models. The lineup currently includes four model series – the S3, the S4, the S5 and the TTS. Each model applies its power to the road with quattro permanent all-wheel drive.

The Audi S3 and the Audi S3 Sportback

Topping the A3 model line are the Audi S3 and the S3 Sportback with 195 kW (265 hp). The two-liter TFSI with direct injection and powerful turbocharger is a true high-performance unit. The three-door sprints to 100 km/h (*62.14 mph*) in 5.7 seconds (with S tronic: 5.5 seconds). As with all S models, the top speed is governed at 250 km/h (*155.34 mph*).

The driver changes gears via a manual six-speed transmission. In the quattro drivetrain, a hydraulic multi-plate clutch with an electronic control unit distributes the torque. The body of the S3 is 25 millimeters (*0.98 in*) lower than an A3 with the standard chassis. Stiffer chassis bearings and a sporty steering characteristic enhance precision. Large brakes provide the stopping power, and 18-inch wheels deliver the power to the road.

The Audi S4 and the Audi S4 Avant

The Audi S4 and the S4 Avant are powerful athletes. Their engine, the 3.0 TFSI, is supercharged and really hangs on the gas. The V6 serves up 245 kW (333 hp) of power and 440 Nm (*324.53 lb-ft*) of torque together with a fuel consumption of just 9.4 liters of fuel per 100 km (*25.02 US mpg*) with S tronic. The Avant consumes 9.7 liters (*24.25 US mpg*). The sedan sprints from 0 to 100 km/h (*62.14 mph*) in 5.1 seconds; the Avant in 5.2 seconds.

Both versions come standard with a six-speed manual transmission. The sport suspension lowers the vehicle body by 20 millimeters (*0.79 in*), and a high-performance brake system provides powerful deceleration. The wheels are 18 inches in diameter.

Optional high-end technologies from Audi enable the S4 to extend its advantage even further. The seven-speed S tronic shifts gears within hundredths of a second; the sport differential distributes power actively and variably between the rear wheels while cornering at high speeds. The Audi drive select system enables the driver to alter the mode of operation of the engine, the S tronic and the sport differential as desired. Dynamic steering and adaptive damper control round out the package.

The Audi S5 Coupé, the S5 Cabriolet and the S5 Sportback

The S5 Coupé is powered by a classic, brawny, normally aspirated engine. The 4.2-liter V8 FSI generates 260 kW (354 PS) and delivers 440 Nm (324.53 lb-ft) of torque. It accelerates the two-door model to 100 km/h (62.14 mph) in 5.1 seconds. Audi offers the S5 Coupé with a sportier six-speed tiptronic transmission as an option to the standard six-speed manual transmission.

The S5 Cabriolet and the S5 Sportback have the same TFSI engine under the hood as the S4. The supercharged three-liter V6 engine generates 245 kW (333 hp) for superior performance. The Sportback completes the sprint to 100 km/h (62.14 mph) in 5.4 seconds, the Cabriolet in 5.6 seconds. The seven-speed S tronic is standard here.

The sport suspension has been dynamically tuned for all three S5 models. The high-performance brake system with its black calipers provides for powerful deceleration; the 18-inch wheels and wide tires deliver tenacious grip. Audi also offers the Audi drive select dynamics control system, the sport differential, the damper control system and dynamic steering as options.

The Audi TTS and the TTS Roadster

The TTS – both as Coupé and Roadster – is powered by a two-liter TFSI producing 220 kW (272 hp) and 350 Nm (258.15 lb-ft) of torque. The four-cylinder unit accelerates the TTS Coupé with S tronic from zero to 100 km/h (62.14 mph) in 5.2 seconds; the TTS Roadster completes this same exercise in 5.4 seconds.

Thanks to its largely aluminum body, the TTS is extraordinarily light, with a curb weight of only 1,395 kilograms (3,075.45 lb). When coupled with the optional six-speed S tronic, the Coupé consumes an average of only 7.7 liters of fuel per 100 km (30.55 US mpg). The hydraulic multi-plate clutch, the heart of the quattro drivetrain, diverts torque from the front to the rear axle in just fractions of a second, if necessary.

The TTS comes standard with the Audi magnetic ride adaptive shock absorber system. In normal mode, it is well-balanced on the road. In sport mode, it leverages the potential of its suspension – which lowers the vehicle body by 10 millimeters (0.39 in) – to achieve uncompromisingly dynamic handling. When the need arises, a high-performance brake system reliably brings the compact Audi sports car to a stop.

The RS models

With their immensely powerful engines, the RS models have formed the dynamic spearhead of the model program since 1994. Presented by AUDI AG subsidiary quattro GmbH, the vehicles are consistently sporty in character. quattro drive is also standard here. Audi currently offers the TT RS as both a coupé and a roadster and the RS 5 Coupé.

The Audi TT RS Coupé and Audi TT RS Roadster

Five-cylinder engines are part of the Audi DNA. The TT RS features a prime example of such an engine, a turbocharged 2.5-liter engine with FSI direct gasoline injection. It generates 250 kW (340 hp) and delivers 450 Nm (331.90 lb-ft) of torque to the crankshaft.

When the driver pushes the Sport button, a flap in the left exhaust tailpipe renders the sound of the five-cylinder even more intense and the engine's responsiveness is boosted further.

The TT RS Coupé with S tronic rockets from 0 to 100 km/h (*0 to 62.14 mph*) in 4.3 seconds (4.6 seconds with manual transmission); the Roadster in 4.4 seconds (4.7 seconds with manual transmission). quattro GmbH will raise the top speed to 280 km/h (*173.98 mph*) upon request. The Coupé with S tronic uses just 8.5 liters of fuel per 100 km (*27.67 US mpg*); the Roadster uses 8.6 liters per 100 km (*27.35 US mpg*). A recuperation system contributes to this efficiency.

The Audi TT RS offers a choice of the tightly-spaced six-speed manual transmission and the new seven-speed S tronic. The dual-clutch transmission features a compact three-shaft layout and is widely spaced, with its seventh gear designed as an overdrive. The S tronic includes launch control for lightning-fast starts.

The Coupé boasts a power-to-weight ratio of only 4.3 kilograms (*9.48 lb*) per hp; this same figure for the Roadster is 4.4 kilograms (*9.70 lb*) per hp (with S tronic: 4.5 kg (*9.92 lb*)). These top figures are due primarily to the extremely lightweight Audi Space Frame (ASF) bodies made of aluminum in the front and sheet steel in the rear. The Audi TT RS rolls on 18-inch wheels; four-piston calipers and drilled brake discs provide the stopping power up front. The sport suspension lowers the vehicle body by 10 millimeters (*0.39 in*), and the Audi magnetic ride adaptive damping system is available as an option.

The Audi RS 5 Coupé

A classically elegant coupé with a breathtakingly powerful engine: the Audi RS 5 Coupé is an exceptional athlete. A high-revving, normally aspirated V8 powers the two-door model, which was voted "Sports Car 2010" in its class by the readers of *Auto Bild SportsCars*. The 4.2 FSI produces 331 kW (450 hp) at 8,250 rpm, with the peak torque of 430 Nm (*317.15 lb-ft*) available between 4,000 and 6,000 rpm. The sonorous V8 accelerates the RS 5 Coupé from zero to 100 km/h (*62.14 mph*) in 4.6 seconds. Audi will increase the electronically governed top speed to 280 km/h (*173.98 mph*) upon request.

The 4.2 FSI consumes an average of just 10.8 liters of fuel per 100 kilometers (21.78 US mpg) on average – far less than its key competitors. This impressive figure is due to the technologies from the Audi modular efficiency platform, which also includes a recuperation system.

With its high efficiency and its long top gear, the standard seven-speed S tronic – also contributes to the good fuel economy. Launch control enables rocket-like starts.

Like every Audi RS model, the RS 5 Coupé applies its power to the road with quattro permanent all-wheel drive, here in the latest evolutionary stage with the crown-gear center differential and torque vectoring. Audi also offers the sport differential for the rear axle as an option.

The suspension of the RS 5 Coupé lowers the vehicle body by 20 millimeters (0.79 in). 19-inch alloy wheels are standard. The optional Dynamic Ride Control (DRC) damping technology is a purely mechanical system without any lag. Its damping characteristic can be switched between three characteristics. The brake system features large, internally vented discs; the front calipers have eight pistons. Audi delivers carbon fiber-ceramic discs up front upon request.

The Audi drive select driving dynamics system comes standard with the RS 5 Coupé. The system allows individual vehicle components to be dynamically configured in comfort, auto and dynamic modes. The sport differential for the rear axle, dynamic steering and the sport suspension plus DRC dynamic ride control are available as options.