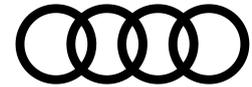


## **On a Different Level: The Audi RS 4 Avant**

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



## Summary

### **On a New Level: The Audi RS 4 Avant**

**Ingolstadt, October 2022 – Audi Sport GmbH is offering new equipment options for the RS 4 Avant upgrade that was released in October 2019 (combined fuel consumption in l/100 km (62.1 mi): 8.8 (26.7 US mpg); combined carbon emissions in g/km: 201 (323.5 g/mi). The very sporty front section that is typical of an RS and the sporty interior with the MMI touch operating system emphasize the athletic aspirations of a successful model with a legendary lineage. The high-torque twin-turbo V6 with a power output of 331 kW (450 PS) delivers an impressive 600 Nm at the crankshaft in a wide range of speeds from 1,900 to 5,000 revolutions. The special competition packages with coilover suspension, new light alloy wheels, and numerous exclusive accents have been available as options for the first time since the summer. Pricing for the high-performance Avant will start at € 86,000 in Germany.**

## The Facts

# The Audi RS 4 Avant

### Exterior Design and Body

- > Dynamic, sporty and progressive: the RS 4 Avant\* follows attractive RS design language
- > Wider, flatter Singleframe in glossy black with three-dimensional honeycomb structure
- > Front and rear bumpers and rocker panel trims in RS design language
- > Matrix LED headlights as standard, optional RS-specific darkened matrix LED headlights
- > Black, black plus, matte aluminum, and glossy carbon/black appearance packages, carbon matte exclusively for the competition package
- > Audi rings and RS badges available in black on request
- > Exhaust system with two large oval tailpipes, RS sport exhaust system with glossy black tailpipes, and RS sport exhaust system plus with matte black tailpipes
- > **Length:** 4,782 mm (188.3 in.)
- > **Width:** 1,866 mm (73.5 in.)
- > **Height:** 1,414 mm (55.7 in.)
- > **Wheelbase:** 2,826 mm (111.3 in.)

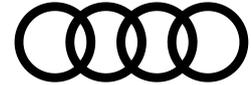
### Interior and Operation

- > Black interior, RS design package in red or gray
- > RS sport seats as standard with fine Nappa or combination Dinamica/leather upholstery on request
- > Operating concept: free-standing MMI touch display with 10.1-inch diagonal and acoustic feedback; RS Monitor view provides information on temperature status
- > On request, Audi virtual cockpit plus and head-up display with RS-specific information, such as g-meter, shift flash, oil temperature, tire pressure, tire temperature

### Engine and Transmission

- > 2.9 TFSI twin-turbo V6 with 331 kW (450 PS) output at speeds from 5,700 to 6,700 rpm and 600 Nm torque in the wide speed range from 1,900 to 5,000 rpm
- > Sporty direct responsiveness by positioning the two turbochargers in the engine's inner V
- > 0–100 km/h (62 mph) in 3.9 to 4.1 seconds (depending on equipment), competition packages top speed of 290 km/h (180 mph)
- > Eight-speed tiptronic, permanent all-wheel drive quattro with self-locking center differential: front to rear power distribution of 40:60, 70:30, or 15:85
- > Electronic Stabilization Control system (ESC) with three modes of wheel-selective torque control
- > Optional sport differential for distributing driving power to the rear axle
- > RS 4 Avant: 8.8 liters (26.7 US mpg) fuel consumption per 100 km (62.1 mi.), in accordance with WLTP (emissions: 201 grams of CO<sub>2</sub> per km (323.5 g/mi))

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



## Suspension

- > RS Sport suspension as standard, sport suspension plus on request with hydraulic Dynamic Ride Control and three-stage adjustable damping or RS Sport suspension pro (coilover suspension) with manual adjustment
- > Progressive steering as standard, dynamic steering as an additional option; dynamic steering with fixed gear ratio of 1:13.1 in the competition plus package
- > Audi drive select driving dynamics system with two new individually configurable RS modes, direct control via the RS-MODE steering wheel button
- > 19 inch or 20 inch wheels
- > Steel brake discs with a diameter of 375 mm (14.8 in.) in the front and 330 mm (13 in.) in the rear as standard
- > On request, carbon fiber ceramic brakes with six-piston fixed calipers and perforated brake discs on the front axle with a 400 mm (15.75 in.) diameter; on request, red, blue, or anthracite-gray brake calipers

## Networking

- > Up-to-date: third-generation modular infotainment kit (MIB 3) provides intuitive operating concept onboard
- > Top MMI Navigation plus infotainment system with many navigation functions
- > Audi connect with numerous customized online services
- > More than 30 driver assistance systems available individually or in packages

## The Model in Detail

### **Muscular: The Exterior Design**

The front of the RS 4 Avant\* stands for uncompromising sportiness. The RS 4 Avant\* differs significantly from the A4 and S4 Avant\*. The Singleframe is wider and flatter than on the base model. Like its big RS brothers the RS 6 Avant\* and the RS 7 Sportback\*, the RS 4 Avant\* also features the RS-typical, three-dimensional honeycomb structure in glossy black. The frameless Singleframe creates a sporty look that is stripped down to the essentials. The honeycomb grille with an RS 4 badge is installed directly in the bumper with the large side air intakes and vertical flaps.

The optional matrix LED headlights with darkened bezels complete the face of the high-performance Avant and differentiate it within the A4 family. Compared to the Audi A4 Avant\*, the wheel arches with the quattro blisters above are 30 mm (1.2 in.) wider on both sides in the front and rear. Glossy black design elements that sit right next to the headlights emphasize the wide stance of the RS 4 Avant\*.

The glossy black, matte aluminum, and carbon and matte carbon optics packages (exclusive for competition packages and style package bronze Audi exclusive) add individual accents to the inlay in the rocker panel, the exterior mirror housings, and the front and rear bumper. For the glossy black and carbon optics packages, the Audi rings and RS lettering on the front and rear are also available in black on request. For more understatement, if desired, the RS badges can be omitted entirely. The roof rails come in matte black as standard equipment. The RS-specific roof edge spoilers, the diffuser insert, and the oval chrome tailpipes of the RS exhaust system form the striking finish. The optional RS sport exhaust systems in either glossy or matte black tailpipe trims create a particularly sporty sound experience. The driver can decide whether they want a sporty or subdued sound via the Audi drive select dynamic handling system.

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

## Emphatic Power: The Drivetrain

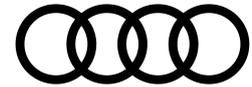
With the 2.9 TFSI twin-turbo V6, Audi Sport GmbH is building on the legendary 2.7-liter V6 of the first RS 4 Avant from 1999. Back then, the twin-turbo V6 had a power output of 279 kW (380 PS). The new RS 4 Avant (combined fuel consumption in l/100 km (62.1 mi): 8.8 (26.7 US mpg); combined carbon emissions in g/km: 201 (323.5 g/mi) now puts out 331 kW (450 PS), which equals an output of 155.5 PS per liter. This means that the RS 4 Avant (combined fuel consumption in l/100 km (62.1 mi): 8.8 (26.7 US mpg); combined carbon emissions in g/km: 201 (323.5 g/mi) only needs between 3.9 and 4.1 seconds (depending on equipment) to go from zero to 100 km/h (62 mph). The TFSI engine weighs just 182 kg (401.2 lbs.), which is 31 kilograms (68.3 lbs.) less than the V8 engine in the 2012 predecessor model. This improves the gross weight and the axle load distribution—two prerequisites for impressive performance. The twin-turbo V6 applies an impressive 600 Nm of torque to the crankshaft in a broad engine speed range from 1,900 to 5,000 rpm. The RS dynamic package increases the electronically governed top speed from 250 to 280 km/h (155 to 174 mph), in conjunction with the optional competition packages to 290 km/h (180 mph).

The two turbochargers of the 2.9 TFSI are each assigned to a cylinder bank and build up a boost pressure of up to 1.5 bar. Like with all V6 and V8 engines from Audi, the turbochargers are installed within the 90-degree interior “V” of the cylinder banks, and thus the exhaust side of the cylinder heads is on the inside, while the intake side is on the outside of the engine. This layout enables compact construction and short gas flow paths with minimal flow losses, allowing the 2.9 TFSI to respond especially quickly to movement of the accelerator pedal.

The high-output V6 impresses not only with its strong performance but also with its high level of efficiency. In the new WLTP driving cycle, it consumes just 8.8 liters of fuel per 100 kilometers (26.7 US mpg), which corresponds to 201 grams of CO<sub>2</sub> per kilometer. This constitutes a consumption reduction by 17 percent as compared to the previous model. A decisive factor in this is the new TFSI combustion process from Audi, which is known as the B-cycle. It has been specifically designed for the partial-load range, which is the predominant operating mode during normal use. In the case of higher loads and rotational speeds, the two-stage Audi valvelift system (AVS) closes the intake valves later, thereby increasing the opening duration to a crank angle of 200 degrees. Simultaneously, valve lift increases from 6.0 to 10 millimeters (0.2 to 0.4 in.). The cylinder charge thereby increases accordingly—the engine revs up powerfully and delivers opulent power.

The power of the 2.9 TFSI flows to the quattro permanent all-wheel drive system via the sporty eight-speed tiptronic. In regular driving, the system delivers more power to the rear axle. Its purely mechanical center differential directs 60 percent of the torque to the rear axle and 40 percent to the front. If undesired slip occurs at one axle, most of the power is automatically and rapidly redirected to the other axle—up to 70 percent to the front or up to 85 percent to the rear axle. The high locking values enable a clearly defined torque distribution and highly precise interaction with the control systems of the ESC and wheel-selective torque control.

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Wheel-selective torque control is active on all types of surfaces. When driving in a sporty style, it brakes the the wheels on the inside of the corner very slightly via the Electronic Stabilization Control (ESC), thereby increasing the drive torque on the wheels on the outside of the corner with the higher wheel load. The difference in drive forces turns the car into the bend, allowing the car to follow the steering angle precisely. The result: precise, agile, and neutral handling. The optional quattro sport differential with RS-specific tuning ensures an even more dynamic response when accelerating in corners. It distributes the torque between the rear wheels actively and in a targeted manner, thereby improving traction, stability, and dynamics. When turning or accelerating in a corner, the torque is predominantly steered toward the rear wheel on the outside of the curve—the car is literally pressed into the corner, eliminating even the slightest hint of understeer. In case of oversteer, the sport differential stabilizes the vehicle by directing torque to the wheel on the inside of the corner.

## Sporty Setup: The Suspension

The suspension's axle concept with five-link suspensions at the front and rear enables the optimal absorption of longitudinal and lateral forces. With the standard RS sport suspension, the Audi RS 4 Avant\* is seven millimeters (0.3 in.) lower than the S4 base model with sport suspension.

The RS sport suspension plus with Dynamic Ride Control (DRC) enables even more agile handling and is available upon request. This integrated roll and pitch stabilizer consists of a special damper system that counteracts the movements of the vehicle body with no delay without the use of electronics. When the car is turning into or traveling around a bend, the damper response is altered so that the vehicle's movements are significantly reduced along the longitudinal axis (roll) and the transverse axis (pitch). The dampers are each connected diagonally to a central valve via two separate oil lines. The valves provide the necessary compensating volume via internal pistons with the gas-filled compartment behind them. When the vehicle is steering into and traveling around a bend, an oil flow is generated between the diagonally opposite dampers via the central valve, thus creating additional damping force. When one side is cushioned, the damping characteristics are altered such that roll and pitch movements are almost eliminated. As a result, this highly responsive damper system ensures that the RS models are particularly precise when negotiating bends.

With the aid of Audi drive select, the driver can influence the damper response in three stages and thereby personalize the driving experience. The current generation of dampers with integrated switching valve is compact and lightweight. In addition, it enables the damping forces to be spread even more widely between the comfort and dynamic modes as well as more precise suspension adjustment for high damping forces, which occur particularly when cornering at speed.

The result: the RS sport suspension with Dynamic Ride Control (DRC) ensures a markedly comfortable rolling motion in the "comfort" setting. In the "dynamic" program, it delivers extraordinarily taut driving precision even when cornering at high speed.

The driving dynamics can be further enhanced with the RS sport suspension pro. This manually adjustable coilover suspension is part of the competition plus package and, despite its more uncompromising characteristics compared to the RS sport suspension plus, still offers the best possible balance between comfort and sportiness. Compared to the conventional RS 4 Avant\*, customers receive their vehicle with a trim position that is 10 mm (0.4 in.) lower, where lowering by a further 10 mm allows a maximum of 20 mm (0.8 in.) compared to standard models. For an even greater driving experience, Audi Sport GmbH offers a higher spring rate, triple-adjustable dampers, and stiffer stabilizers.

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RS-specific dynamic steering is available as an alternative to the standard electromechanical power steering. Dynamic steering varies the steering ratio based on the driving speed, steering angle and selected mode in the Audi drive select handling system. In combination with the competition plus package, the dynamic steering is fixed to a gear ratio of 1:13.1. At low driving speeds – in city traffic and while maneuvering – dynamic steering operates very directly; all it takes is two full turns to go from end stop to end stop. The level of power assistance is also high, making parking maneuvers a piece of cake. On country roads, the directness and the electric assistance are progressively reduced. Indirect gear ratios and low power assist are used to smooth out unsteady steering movements and enable straight tracking at fast expressway speeds. Dynamic steering works closely with the electronic stabilization control program (ESC) to achieve sporty handling and driving safety. If necessary, it counter-steers slightly; its slight corrections, most of which are unnoticeable to the driver, reduce understeer and oversteer due to load alterations in the vast majority of situations. When braking on road surfaces with different friction coefficients, the system helps by means of stabilizing steering corrections.

The driver can create their personal driving experience via the standard Audi drive select dynamic handling system. There are five profiles available: comfort, auto, dynamic and the customizable, RS-specific RS1 and RS2 modes. The Audi drive select dynamic handling system influences the engine and transmission management, the power steering, the suspension, the dynamic steering, the quattro sport differential, the engine sound, and the characteristics of the automatic air conditioning.

The new RS 4 Avant\* is factory-equipped with 19-inch forged aluminum 265/35 wheels. Various 20-inch designs are available upon request, including a new fully milled five-arm wheel painted completely in matte bronze. It uses 275/30 tires. The 20 inch phantom black competition wheel with a high-gloss finish is new.

This wheel can be combined with the Pirelli P Zero Corsa due to its inclusion in the competition package. Powerful RS steel brakes with perforated composite disks ensure confident deceleration behavior. They have a diameter of 375 millimeters (14.8 in.) at the front axle and 330 millimeters (13 in.) at the rear axle. The six-piston brake calipers with RS logos are painted in black, or optionally in red. Upon request, particularly fade-resistant RS ceramic brakes operate at the front axle. The calipers are available in red, gray, and blue. Their perforated disks have a diameter of 400 millimeters (15.7 in.).

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## Connected Cockpit: The Interior

The Audi RS 4 Avant\* features a black interior. LED light guides trace the contours of the doors and the center console — doing so in up to 30 different colors in combination with the optional ambient lighting package. The horizontal alignment of the instrument panel creates a sense of spaciousness. The passengers are welcomed by the illuminated door sill trims that bear the RS 4 logo. Upon request, the RS design package adds some color to the interior, with the RS logo featured on the center console, the armrests, seat belts and floor mats. The steering wheel, selector lever and knee pads are all covered with Alcantara with red contrasting stitching. In addition to the red, the extended RS design package now also offers accents in gray. The seat brackets in the backrest are available in the matching color for the RS design package red. As a highlight of the competition packages, a Dinamica/leather combination with partly recycled materials can be added to the interior.

The 10.1-inch MMI touch display is the control center of the operating system. It is located in the center of the instrument panel and tilted slightly toward the driver. The touch-sensitive screen displays a high-resolution graphic animation of an RS 4 Avant\* to welcome the driver. The MMI touch display provides acoustic feedback and takes over the functions of the previous rotary pushbutton on the center console. The passengers can use the RS monitor to call up an overview of drive system component temperatures, maximum g-forces and information regarding tire pressures and temperatures. In the Audi virtual cockpit, special RS displays provide information on tire pressure, torque, power output, engine oil temperature, lap timings, acceleration measurements, and g-forces. The shift light display prompts the driver to upshift when the rev limit is reached. The optional head-up display also provides some RS-specific information, for example the shift light display.

With its strict hierarchies, the menu structure of the operating system is tailored to the user's expectations and aims for easy operation. The natural language control also understands many phrases used in everyday language and quickly translates them into commands. The navigation in the new RS 4 Avant\* is versatile and user-friendly. Audi connect and Audi connect plus provide a host of online services, such as Car-to-X services, which take advantage of the swarm intelligence of the Audi fleet.

The driver can actuate the two RS1 and RS2 modes in Audi drive select directly via a new RS MODE button on the flat-bottomed RS multifunction sport leather steering wheel. This automatically opens the RS-specific displays in the Audi virtual cockpit. Besides the steering wheel with the large aluminum shift paddles and the illuminated door sill trims, the RS sport seats with optional honeycomb pattern and the shift gate also bear the RS emblem.

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## Versatile: The Equipment

The RS 4 Avant\* provides the same level of everyday usability as the A4 Avant\* base model. The luggage compartment has a capacity of 495 liters (17.5 cu. ft.), which increases to 1,495 liters (52.8 cu. ft.) with the rear seats folded down and cargo loaded to the roof. The luggage compartment lid and the luggage compartment cover are electrically operated as standard. Sensor control for opening and closing the luggage compartment lid is available as an option, and a trailer towing hitch that can be unlocked electrically at the push of a button is also available upon request.

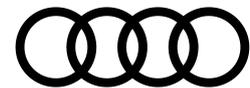
Upon request, the RS 4\* assists the driver in many situations: more than 30 driver assist systems underline the all-round characteristics of the high-performance Avant. The options are summarized in the “tour” and “city” packages. They include the adaptive cruise assist with stop & go function for automatic distance control, the intersection assist, the lane change warning, or the curb warning.

RS 4 Avant\* customers can choose between eight colors. The Audi exclusive program also includes many more customized paint finishes, for example Nogaro blue, pearl effect. This color already marked the RS 2 Avant as the legendary forefather of all RS models back in 1994.

A complete list of the package contents of the new competition packages can be found in the table:

<b>RS Competition</b>	
<b>Technology</b>	Maximum speed increased to 290 km/h (180 mph)
	RS sport exhaust system plus
<b>Exterior</b>	Black Plus optical package
	Optional RS exterior components in glossy carbon or matte carbon
	RS 4: matrix LED headlights with dynamic lighting and dynamic flashing light
	RS 5: matrix LED headlights with Audi laser light, dynamic lighting effects, and dynamic blinker
	Wheels, 5-Y spokes, black, 9J × 20, 275/30 R20 tires
	Optional sports tires P-Zero Corsa by Pirelli, 275/30 R20
<b>Interior</b>	Microfiber Dinamica/leather combination with honeycomb stitching and RS embroidery
	Black Alcantara controls with crescendo red contrast stitching
	Black seat belts with red brim
	Entrance LED with projection RS competition

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



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**RS competition plus (incl. package contents of the competition package)**

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**Technology**

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quattro sport differential

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RS sport suspension pro, height, tension, and pressure level adjustable

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Dynamic steering

## Legendary: The History

Like no other, the new Audi RS 4 Avant\* stands for the combination of high performance and everyday usability. Its line of ancestors dates back a full 25 years, to 1994, when the legendary RS 2 Avant was released.

### **1994 – Audi RS 2 Avant: Strong trendsetter**

Audi set a strong trend with the RS 2 Avant in 1994: It was the world's first high-performance sports car with five seats and a large luggage compartment. The distinctive exterior design and the elegant interior with its two-color look and blue Alcantara seats also helped shape the style. The five-cylinder turbo squeezed 232 kW (315 PS) out of 2.2 liters of displacement, accelerated the Audi RS 2 Avant from a standstill to 100 km/h (62 mph) in 5.4 seconds, and reached a top speed of 262 km/h (163 mph). Porsche AG supplied parts such as brakes and wheels in its capacity as development and production partner.

### **1999 – Compact displacement and high performance in the first generation**

Cosworth Technology Ltd, which was integrated into the company shortly before, came into the picture as a cooperation partner for the first RS 4 Avant. Together with quattro GmbH, the English company made the 2.7-liter twin-turbo V6 with 279 kW (380 PS) even more powerful and torquey. The intake and exhaust ports were revised in accordance with the performance increase, the cross-sections of the air ducting on the intake and thrust sides was increased, and the dimensions of the turbochargers were also expanded. The efficiency was improved considerably thanks to larger intercoolers that were optimized for pressure loss. The RS 4 was thus designed for pure sportiness without sacrificing any of its everyday usability. It was in such high demand that Audi doubled the originally planned production figures.

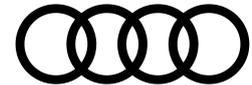
### **2005 – Audi RS 4: Dynamics in three variants**

The second-generation RS 4 was launched in 2005. It was first released as a sedan and Avant and was later also available as a cabriolet. In terms of drive, it was equipped with the newly developed high-revving V8 engine with 4.2 liters of displacement. The direct injection engine had an output of 309 kW (420 PS). This was the first time that a manufacturer relied on the combination of gasoline direct injection and the high-engine-speed concept, which was derived from motorsports. This allows engine speeds of up to 8,250 rpm to be reached. Further technology highlights included the quattro drive with the asymmetrical dynamic torque distribution at a ratio of 40 percent at the front and 60 percent at the rear, which was new at the time, and the optional carbon fiber ceramic brakes.

### **2012 – Audi RS 4 Avant: The dynamic all-purpose vehicle**

In February 2012, quattro GmbH presented the third generation of the RS 4\*, which was offered as an Avant exclusively, at the Geneva Motor Show. Just like its predecessor, the model was equipped with a 4.2 l V8 high-revving engine but with an increased output of 331 kW (450 PS).

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



## Product and Technology Communications

Eva Stania

Spokesperson Audi A6, Audi A7, Audi S6,  
Audi S7, Audi RS 4, Audi RS 5, Audi RS 6,  
Audi RS 7, Audi R8, Audi R8 Spyder,

Suspensions, Audi quattro

Phone: +49 152 57767044

Email: [eva.stania@audi.de](mailto:eva.stania@audi.de)

[www.audi-mediacyber.com](http://www.audi-mediacyber.com)



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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segments. The brands Audi, Ducati, Lamborghini and Bentley produce at 21 locations in 13 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2021, the Audi Group delivered around 1.681 million cars from the Audi brand, 8,405 sports cars from the Lamborghini brand and 59,447 motorcycles from the Ducati brand to customers. In the 2021 fiscal year, AUDI AG achieved a total revenue of €53.1 billion and an operating profit before special items of €5.5 billion. More than 89,000 people all over the world work for the Audi Group, around 58,000 of them in Germany. With its attractive brands, new models, innovative mobility offerings and groundbreaking services, the group is systematically pursuing its path toward becoming a provider of sustainable, individual, premium mobility.

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## **Fuel consumption and emissions values\*\* of the models named above**

### **Audi A4 Avant**

Combined fuel consumption in l/100 km (62.1 mi): 7,2-4,0 (32.7-58.8 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 167-106 (268.8–170.6 g/mi)

### **Audi S4**

Combined fuel consumption in l/100 km (62.1 mi): 6,5-6,3 (36.2-37.3 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 170-167 (273.6–268.8 g/mi)

### **Audi RS 4 Avant**

Combined fuel consumption in l/100 km (62.1 mi): 8,8 (26.7 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 201(323.5 g/mi)

### **Audi RS 6 Avant**

Combined fuel consumption in l/100 km (62.1 mi): 11,6-11,5 (20.3-20.5 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 265-263 (426.5–423.3 g/mi)

### **Audi RS 7 Sportback**

Combined fuel consumption in l/100 km (62.1 mi): 11,6-11,5 (20.3-20.5 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 265-263 (426.5–423.3 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 more realistic test conditions, the consumption and CO<sub>2</sub> emission values measured are in many cases higher than the values measured according to the NEDC. 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 electric power 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)).*