

Product and Technology Communications

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PRESS INFORMATION

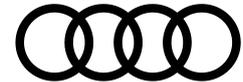
High-performance redefined: Audi RS 3 Sportback and RS 3 Sedan

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The specified equipment, data, and prices refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

All terms marked in blue in the text are explained in detail in the technology lexicon at www.audi-mediacyenter.com/en/technology-lexicon.

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



Facts and figures

Audi RS 3 Sportback and RS 3 Sedan

Engine

- high-torque 2.5 TFSI five-cylinder turbo engine with 294 kW (400 PS) and 500 Nm of torque (+20 Nm and better progression compared to predecessor); expanded power range (400 PS at 5,600 – 7,000 rpm), steeper power curve
- acceleration: 3.8 seconds from 0 to 100 km/h (0.3 seconds faster than its predecessor) = best in class
- top speed: 250 km/h (electronically limited), optionally 280 km/h, 290 km/h with RS dynamics package plus = best in class
- unmistakable and emotional engine sound due to characteristic 1-2-4-5-3; firing order; fully variable exhaust flap control for wide-ranging sound characteristics
- Increased efficiency: introduction of efficiency mode and coasting at idle with engine on

Transmission

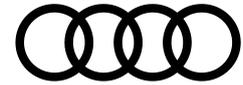
- 7-speed [S tronic](#) dual-clutch transmission with short shifting times, sporty gear ratios, and Launch Control
- [quattro all-wheel drive](#) with [RS torque splitter](#): drive torque is actively and variably distributed between the rear wheels for maximum agility and stability; RS torque splitter reduces tendency to understeer during dynamic cornering

Chassis and body

- body lowered by 25 millimeters compared with A3, by ten millimeters compared with S3
- curb weight without driver: RS 3 Sportback**1,570 kg; RS 3 Sedan** 1,575 kg
- increased lateral control, precise steering response and enhanced lateral dynamics:
 - Front: McPherson strut axle with RS 3-specific pivot bearings for just under one degree more negative wheel camber compared with the A3; stiffened wishbones; subframe, and stabilizer
 - Rear: Four-link design with separate spring/shock absorber arrangement, subframe and RS-specific tubular stabilizer with higher spring rate for optimum performance; approx. half a degree more negative wheel camber compared with A3; stiffened wheel carriers.
- standard RS sports suspension with newly developed shock absorbers and valve system specific to RS 3**; optional RS sports suspension with [adaptive damper control](#)
- semi-slick tires available factory-mounted for the first time
- [progressive steering](#) with a variable ratio depending on the steering angle
- two new RS 3-specific drive modes: RS Performance and RS Torque Rear, for a total of seven [Audi drive select](#) modes (efficiency, comfort, auto, dynamic, RS Individual)
- central vehicle dynamics controller synchronizes RS torque splitter, adaptive dampers and [wheel-selective torque control](#) for precise steering and handling

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

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Brakes

- newly developed steel brake system measuring 375 by 36 millimeters at the front and 310 by 22 millimeters at the rear, larger and more stable than in the predecessor model
- new air control elements reduce brake cooling time by 20 percent
- less wear due to copper-free brake pads that are 15 percent larger
- optional ceramic brake system measuring 380 by 38 millimeters at the front that is ten kilograms lighter than steel brake system and features higher thermal stability

Exterior design

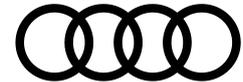
- powerful proportions, expressive details
- wheel spacing widened by 33 millimeters at the front axle and by ten millimeters at the rear axle (Sportback); widened mudguards
- slightly protruding air outlet behind the front wheel arches as a new design element
- wide RS front bumper: redesigned Singleframe with distinctive honeycomb grille
- [LED headlights](#) and LED taillights standard; optional [matrix LED headlights](#) with digital daytime running lights and RS 3-specific signature and coming-home/leaving-home sequences, taillights with RS-specific animation
- RS-specific rear bumper with built-in diffuser
- RS exhaust system with two large oval tailpipes
- a total of eight exterior colors including RS-specific Kyalami Green and Kemora Gray finishes; the roof of the Sedan is optionally available in the contrasting color Brilliant Black
- many customization options: High-gloss black and aluminum appearance package and a number of elements in carbon available, honeycomb grille on Singleframe, side air intakes, and rear bumper in matte black or high-gloss black for the first time

Interior and controls

- sports seats in front with RS embossing and contrast stitching standard; optional RS sports seats in front in fine Nappa leather with RS-specific honeycomb stitching and RS embossing
- new RS design packages in red and green: RS-specific floor mats with contrast stitching and RS embroidery; seat shoulders, seat belt edges and accents around the air vents in red or green
- RS sport multifunction leather steering wheel with a three-spoke design, flattened on the bottom, with 12 o'clock marker optionally available; alternatively round steering wheel with hands-on detection
- new steering wheel button for RS driving modes; polished zinc die-cast steering wheel paddles
- [Audi virtual cockpit plus](#) standard with new tachometer design
- RS-specific gauges and graphics: g-meter, blinking shift indicator, engine/transmission oil and coolant temperature, tire pressure, accelerometer, and lap timer
- optional [head-up display](#) featuring blinking shift indicator, among others

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Infotainment and Audi connect

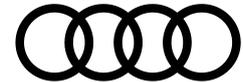
- MMI Navigation plus including [Audi connect](#) with LTE Advanced and [Wi-Fi hotspot](#)
- Audi connect with [car-to-x](#) services such as parking space and traffic light information as well as predictive traffic flow information
- functions on demand to add features online as needed, even after vehicle purchase, including MMI navigation plus including connect services, camera-based [traffic sign recognition](#), and Audi smartphone interface
- connectivity via [myAudi app](#), [Audi phone box](#), and [Audi smartphone interface](#)
- digital [Audi connect key](#) for Android smartphones
- personalization with individual settings for up to six users
- [Bang & Olufsen premium sound system with 3D sound](#) in the front and 15 speakers

Driver assistance systems

- high level of safety standard with [Audi pre sense front](#), [collision avoidance assist](#), [turn assist](#), [lane departure warning](#), [park assist](#) with [parking system plus](#), [cruise control](#) including speed limiter
- optional features include [adaptive cruise assist](#), [lane changing](#) and [exit warning](#), [efficiency assist](#), [emergency assist](#), and [cross-traffic assist rear](#) for enhanced driving comfort

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Condensed information

Audi RS 3 Sportback and RS 3 Sedan: The epitome of sporty driving

With the third generation of the Audi RS 3 Sportback and the second generation of the RS 3 Sedan**, Audi is relaunching the sporty top-of-the-line pair in the compact segment. The award-winning five-cylinder engine now has more torque, making it even more powerful. In combination with the RS torque splitter installed for the first time in an Audi, the A3 series' emotional flagship model offers performance and lateral dynamics on a whole new level. The market launch will take place at the end of October – at prices starting at 60,000 euros for the RS 3 Sportback** and 62,000 euros for the RS 3 Sedan**.**

“With the third generation of the Audi RS 3 Sportback** and the second generation of the Audi RS 3 Sedan**, we now offer premium sports cars that are suitable for everyday use and equally thrilling to drive on public roads and racetracks,” says Sebastian Grams, Managing Director of Audi Sport GmbH. “They represent the entry point into our RS world and, thanks to the torque splitter, the ultimate in outstanding performance in the compact segment.”

The 2.5 TFSI: unmatched acceleration and top speed

With its five-cylinder, high-performance engine, the Audi RS 3 (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO₂ emissions in g/km*: 201–188) is one-of-a-kind in the segment. The 2.5 TFSI has won the “International Engine of the Year” award nine times in a row. In the latest generation of the compact sports car, the engine is now more powerful than ever before. This is mainly due to the increased torque of 500 Newton meters – 20 Newton meters more than in the predecessor. It ranges from 2,250 and 5,600 rpm. The new RS 3 models (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO₂ emissions in g/km*: 201–188) reach the broad power plateau, which extends to 7,000 rpm, from as low as 5,600 rpm. Boasting 294 kW (400 PS) of power, they sprint from 0 to 100 km/h in 3.8 seconds thanks to Launch Control – three tenths of a second faster than before. The models' top speed, which is electronically limited to 250 km/h, can be optionally increased to 290 km/h – just like acceleration, this is a unmatched figure in the compact segment. In the NEDC cycle, the RS 3 Sedan** and RS 3 Sportback** consume between 8.8 and 8.2 liters of fuel per 100 kilometers on average.

The impressive propulsion of the multiple award-winning five-cylinder engine is appropriately orchestrated by a new exhaust system. For the first time in an RS 3**, it features a fully variable flap control system that supports intermediate positions, thus broadening the sound characteristics even further. The differences can be experienced in the various modes offered by the Audi drive select dynamic handling system. In the dynamic and RS Performance modes, for example, the flaps open much earlier – the electrifying elements of the sound are

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even more pronounced. The optional RS sports exhaust system brings out the unmistakable sound of the five-cylinder engine even more clearly.

RS torque splitter and specific RS 3 modes for maximum agility

The RS torque splitter, installed for the first time in an Audi, makes the driving experience even more exhilarating and provides a dynamic balance. It replaces the previous rear axle differential with an upstream multiple disc clutch package. Instead, an electronically controlled multiple disc clutch is used on each of the drive shafts that distributes torque between the rear wheels in a fully variable manner. This results in even greater stability and agility. During dynamic driving, the torque splitter increases torque delivered to the outer rear wheel with the higher wheel load, which significantly reduces the tendency to understeer. In left-hand curves, it transmits the drive torque to the right rear wheel, in right-hand curves to the left rear wheel, and when driving straight ahead, to both wheels. The difference in propulsive forces means that the new RS 3** turns into curves even better and follows the steering angle more precisely – especially when cornering at high speeds.

In addition to the torque splitter, [Audi drive select](#) also has an effect on the engine and transmission characteristics, steering assistance, the adaptive dampers, and the exhaust flaps. Different characteristic curves for each of the aforementioned systems create a broad range of driving experiences – from an emphasis on comfort and optimized fuel consumption to highly dynamic to even optimized for the racetrack.

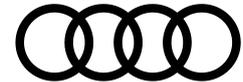
The new RS Performance mode specific to the RS 3** is designed specifically for the racetrack with its own engine and transmission setup and specially calibrated to the Pirelli P Zero “Trofeo R” semi-slick tires, which are optionally available factory-mounted for the first time. There, the torque splitter ensures the most neutral handling possible with little oversteering or understeering in different driving situations. This makes early acceleration possible upon exiting a curve, enabling faster lap times. Another new addition is the RS Torque Rear mode, which makes drifting possible. It is designed for use on closed roads. In this mode, the torque splitter induces considerable oversteer by transferring all of the rearward drive torque to the wheel on the outside of the curve – up to a maximum of 1,750 newton meters. The models also come with efficiency, comfort, auto, and dynamic modes, as well as RS Individual, which allows the systems to be set individually.

Exterior and lighting: expressive and unmistakable

The design of the new Audi RS 3** is even more dynamic and powerful than that of its predecessor. In the front, the wide RS bumper, the redesigned Singleframe with its distinctive honeycomb grille, and the large air intakes give the compact sports car an expressive appearance. Behind the flared fenders, a slightly protruding air outlet creates a motorsport look. The front axle track has been widened by 33 millimeters. At the rear axle, the new RS 3 Sportback** has added ten millimeters.

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The RS 3** comes standard-equipped with flat, V-shaped [LED headlights](#) and LED taillights, including dynamic turn signal lights. [Matrix LED headlights](#) are available as an option, with darkened bezels that feature digital daytime running lights around their outer downturned angles. With its pixel field of 3 x 5 LED segments, it provides an unmistakable look – when the vehicle is opened, the RS 3 lettering appears on the driver’s side and a checkered flag appears in the pixel field of the other headlight, creating a dynamic scene. When driving, the checkered flag lights up on both sides.

Audi Sport delivers the RS 3** with 19-inch cast wheels in a 10-Y spoke design. True racing design is embodied by the optionally available 5-Y spokes with RS branding. The motorsports-inspired finishing touches include the redesigned RS-specific rear bumper with built-in diffuser and the RS exhaust system with a large oval tailpipe on both the left and right side. Some exterior peripherals, such as the mirror caps, the inserts in the rocker panels, and the tailgate and roof edge spoilers, are available in carbon-fiber-reinforced plastic for an even sportier look. A total of eight exterior colors are available for the models, including the RS-specific Kyalami Green and Kemora Gray finishes.

Driving dynamics made visible: the interior

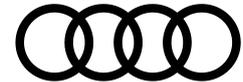
In the interior, too, many elements specific to the RS accentuate its sportiness. The standard-equipped 12.3-inch [Audi virtual cockpit plus](#) displays the revolutions per minute in the “RS Runway” design. In this case, the values are displayed in the opposite direction in a manner that visually resembles an airplane runway – the highest number of revolutions in the foreground and the lowest in the background. In addition, the Audi virtual cockpit plus includes displays for g-forces, lap times, and acceleration from 0 – 100 km/h, 0 – 200 km/h, quarter mile, and eighth of a mile.

The RS-specific blinking shift indicator in manual transmission mode changes the rpm display from green to yellow to red, blinking in a manner identical to that used in motorsports, to indicate the ideal time to change gears. It is also integrated into the optional [head-up display](#), which is available for the first time, that projects relevant information onto the windshield in the driver’s direct line of sight. The 10.1-inch touch display in the instrument panel also displays the coolant, engine, and transmission oil temperatures, as well as the g-forces and, optionally, the pressure of the tires.

The expressive look is enhanced by the carbon-fiber trim in the instrument panel and RS sport seats with RS embossing and anthracite contrast stitching. The seat upholstery is optionally available in fine Nappa leather with RS honeycomb stitching and glossy black, red, or, for the first time, green contrast stitching. RS Design packages in red and green are available to match. They include special floor mats with contrast stitching and RS embroidery, as well as seatbelts with matching colored edges. In the design package plus, the seat shoulders and the accents around the air vents also come in matching red or green.

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[The models in detail](#)

The best in their class: the Audi RS 3 Sportback and RS 3 Sedan

Audi has made the already legendary five-cylinder even better. The result is greater torque, greater pull, greater top speed. And the whole thing topped off with an unmistakable sound. These are the features that power the latest generations of the Audi RS 3 Sportback and RS 3 Sedan** to the top of the compact segment. The torque splitter, used for the first time in an Audi, also plays a part in this, providing greater lateral dynamics and stability. The more expressive design combined with RS-specific controls turns the latest RS 3 models** into premium sports cars suitable for everyday use. They will be hitting the showrooms in late October – at prices starting at 60,000 euros for the Sportback and 62,000 euros for the Sedan.**

The ENGINE: legendary five-cylinder

The five-cylinder engine manufactured by the brand with the four rings has long since achieved legendary status and perfectly embodies the Audi DNA. Countless victories in motorsports and strong performance in day-to-day use have earned the five-cylinder engine the “International Engine of the Year Award” nine times in succession since 2010. The 2.5 TFSI has played a key role in shaping Audi’s “Vorsprung durch Technik.” The engine provides a highly emotional driving experience with its typical 1-2-4-5-3 firing order and the associated throaty sound. In the new RS 3 models**, it further extends its lead over the competition.

More powerful: 20 newton meters more torque

The five-cylinder in the new RS 3 (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO₂ emissions in g/km*: 201–188) delivers 294 kW (400 PS), which extends from 5,600 rpm over a broad plateau to 7,000 rpm. This means that the engine’s maximum power is available 250 revolutions earlier than before and correspondingly longer. In other words, the power curve is steeper. In addition, the engineers have enhanced the angle drive and increased the torque of the 2.5 TFSI by 20 Nm to 500 newton meters. It ranges from 2,250 and 5,600 rpm. Despite the same power output as its predecessor, the five-cylinder engine has more pull, particularly in the low to medium rev ranges, and accelerates better. The new RS 3 (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO₂ emissions in g/km*: 201–188) sprints from 0 to 100 km/h three tenths of a second faster with Launch Control standard – 3.8 seconds now appear in the data table.

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As an option, Audi can raise the electronically limited maximum speed from 250 km/h (155 mph) to 280 km/h (174 mph). With the RS dynamics package plus, which includes the ceramic brake system and [adaptive suspension](#), 290 km/h is even possible. The acceleration and top speed of the Audi RS 3** are thus the benchmark in the compact segment.

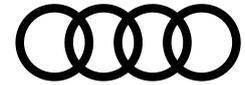
A 7-speed [dual-clutch transmission](#) is what puts the power of the five-cylinder engine to the pavement – with shorter shifting times and sporty gear ratios. Drivers can set the S tronic, which shifts at lightning speed, to automatic D and S gears or shift manually using the paddle shifters on the steering wheel. Together with the new, faster onboard power system, the new engine control unit intelligently manages the interaction between the quattro drive system including torque splitter, the dual-clutch transmission, electronic stabilization control, and the optional adaptive dampers.

Audi RS 3**	2.5 TFSI
Displacement in cm ³	2,480
Max. power in kW (PS) at /min	294 (400) at 5,600 – 7,000
Max. torque in Nm at /min	500 at 2,250 – 5,600
Top speed in km/h	250, optionally 280 and 290 with RS dynamics package plus
Acceleration from 0 to 100 km/h in s	3.8
Combined fuel consumption in l/100 km	8.8 – 8.3 (Sportback) 8.7 – 8.2 (Sedan)
Combined CO₂ emissions in g/km	201 – 190 (Sportback) 198 – 188 (Sedan)
Transmission	7-speed S tronic, quattro permanent all-wheel drive with torque splitter

The abbreviation TFSI denotes turbocharging and direct injection – a combination that Audi was the first carmaker in the world to bring to large-scale production in 2004. The exhaust gas turbocharger in the new RS 3** generates 1.5 bars of boost pressure (relative). Complex measures reduce internal friction while increasing power output. Lightweight materials are used for many engine components. The oil pan, for example, is made of magnesium, while the crankcase of the 2.5 TFSI is made of aluminum. The cylinder barrels are plasma-coated, the crankshaft is hollow-bored, and the aluminum pistons have channels for oil cooling. In the short warm-up phase after a cold start, the switchable water pump does not circulate the coolant in the cylinder head – in this way, the 2.5 TFSI engine reaches its operating temperature much more quickly. At the same time, this reduces friction and lowers consumption.

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Emotional and unmistakable: the sound of the 2.5 TFSI

The odd number of cylinders and the signature 1-2-4-5-3 firing order, supported by the design of the revised intake and exhaust system, create the five-cylinder engine's unmistakable and emotional sound. The 2.5 TFSI's firing interval is 144 degrees of crankshaft rotation. Due to the firing order, directly adjacent cylinders fire alternately with cylinders further apart.

For the first time, the exhaust system features a fully variable flap control system. This means that the flaps can assume various intermediate positions depending on the selected [Audi drive select](#) mode. In the dynamic, RS Performance, and RS Torque Rear modes, they open significantly earlier than in other driving modes – the emotional sound components are more pronounced. The characteristic sound of the five-cylinder engine is further enhanced by the optional RS sports exhaust system, which provides an even sportier sound experience.

Increased efficiency: coasting and efficiency mode

Despite the enhanced power output, the engine in the new RS 3** runs even more efficiently. The consumption-oriented efficiency mode, which can be selected via [Audi drive select](#), produces a flatter accelerator pedal characteristic curve. This limits the amount of torque and power that can be applied to a maximum of 80 percent, which immediately increases to 100 percent on kickdown. In addition, the five-cylinder engine enables coasting with the engine on for the first time. Intake and exhaust camshafts adjust as needed. On the exhaust side, the [Audi valvelift system](#) changes the duration of the valve opening in two stages depending on load and engine speed – for moderate consumption at low and partial loads, and for spontaneous response and powerful pull under full load. In addition, the RS 3** has two large-volume gasoline particulate filters with optimized coating.

The CHASSIS: a new level of driving dynamics

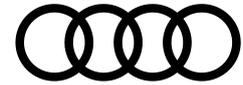
Thanks to quattro drive with RS torque splitter, two RS 3-specific drive select modes, a new brake system, and semi-slick tires, the Audi RS 3** reaches a new level in terms of driving dynamics. Further extensive body and chassis modifications transform the model into a top-of-the-line sports car suitable for everyday use.

A matter of lateral: the RS torque splitter

The new Audi RS 3** is the first Audi model with a torque splitter. This technology makes fully variable torque distribution between the rear wheels possible. Unlike the previous rear axle differential with upstream multiple disc clutch package, the torque splitter uses one electronically controlled multiple disc clutch on each of the respective drive shafts. This ensures that the right amount of torque is optimally and continuously distributed along the rear axle.

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During dynamic driving, the torque splitter increases torque delivered to the outer rear wheel with the higher wheel load, which significantly reduces the tendency to understeer. In left-hand curves, it guides the drive torque to the right rear wheel, in right-hand curves to the left rear wheel, and when driving straight ahead, to both wheels. The difference in propulsive forces means that the new RS 3** turns into curves even better and follows the steering angle more precisely. This results in optimal stability and maximum agility – especially when cornering at high speeds. The torque splitter compensates for oversteer by directing the torque to the wheel on the inside of the curve or to both wheels. If the driver takes his or her foot off the accelerator, the engine's drag torque is also distributed along the rear axle. When coasting, controls are also in place to maintain driving agility and stability. If faster deceleration is initiated via the brake pedal, both of the torque splitter's clutches are opened.

In order to maximize its effect, the torque splitter has its own sensor system. Each of the two multiple disc clutches has its own control unit, which use the electronic stabilization control's wheel speed sensors to measure the wheel speeds. Other influencing factors include longitudinal and lateral acceleration, the steering angle, the position of the gas pedal, the selected gear, and the yaw angle, i.e. the rotational movement around the vertical axis.

On the one hand, the torque splitter increases safety in everyday use, and on the other it enables faster lap times on the racetrack. Frank Stippler, Audi Sport racing and development driver, proved the latter on the 20.832-kilometer Nürburgring-Nordschleife in June 2021. At the wheel of the RS 3 Sedan**, he set a new record in the compact segment with a lap time of 7:40.748 minutes.

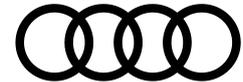
Racetrack and drift mode: new driving profiles in Audi drive select

The [Audi drive select](#) dynamic handling system boasts two completely new RS 3-specific modes: RS Performance for the racetrack and RS Torque Rear, a drift mode for use on closed roads. In addition to the familiar comfort, auto, dynamic, and RS Individual modes, the RS 3** also features the efficiency mode for the first time. Depending on the selected mode, the characteristics of important powertrain and chassis components change from an emphasis on comfort to highly dynamic to even optimized specifically for the racetrack. In addition to the torque splitter, Audi drive select also has an effect on the engine and transmission characteristics, steering assistance, electronic stabilization control, the exhaust flaps and, optionally, the adaptive suspension. Different characteristic curves for each of the aforementioned systems create a broad range of driving experiences.

The ultimate in driving dynamics can be experienced in dynamic mode and in the new RS 3-specific RS Torque Rear mode. In **dynamic** mode, all of the components are configured for a sporty ride. The driver feels this in a more direct steering response and particularly agile handling for dynamic driving with a clearly perceptible engine sound.

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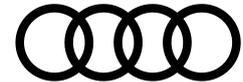
This mode tends to transmit as much drive torque as possible to the rear axle. The gearshifts of the S tronic are shorter, acceleration even sportier.

This is taken to perfection by the **RS Torque Rear** mode, which enables controlled drifts and sporty driving with lateral dynamics. It is specially designed for closed roads. In this mode, an oversteering driving behavior is generated, with up to 100 percent of the drive torque directed to the rear ending up at the wheel on the outside of the curve – up to a maximum of 1,750 newton meters. In addition, the engine's characteristic curve is also modified in RS Torque Rear – and is even more pronounced than in dynamic mode. The same applies to **RS Performance** mode, which is specially designed for the racetrack. In both modes, the idle speed has been increased even further compared with the dynamic profile to enhance off-the-line performance. The throttle response is even more direct and has a distinctive load shift. Moreover, drivers experience very late upshifting and early downshifting as well as optimal control of the linear accelerator at the apex of a curve. In addition to the specific engine and transmission setup, RS Performance mode is also specially calibrated to the Pirelli P Zero “Trofeo R” semi-slick tires, which are optionally available factory-mounted for the first time. There, the torque splitter ensures the most neutral handling possible with little oversteering or understeering in different driving situations. This makes early acceleration possible upon exiting a curve, enabling faster lap times. RS Performance mode is equipped with two setups for different tracks – one is adjusted for comfort on uneven tracks like the Nordschleife, where minimizing vertical excitation while maintaining high lateral dynamics matters, and the other is a sporty setup for even racetracks like the Hockenheimring. The steering and electronic stabilization control can also be set to two predefined characteristic curves in RS Performance mode.

In the **auto** driving profile, the mode for everyday driving, torque distribution is balanced, which means that the RS 3** neither understeers nor oversteers. The engine and transmission characteristics are adapted to this. In **comfort** mode, steering is somewhat smoother, the sound of the five-cylinder is more subdued, and the damping behavior is softer. In this mode, the torque splitter ensures that the engine power is distributed to all four wheels, with priority given to the front axle. The latter also applies to the consumption-optimized **efficiency** mode. This mode contains a flatter accelerator pedal characteristic curve. Torque and power are limited to 80 percent, while 100 percent is available upon kickdown. This mode also makes it possible to coast at idle with the engine on. In **RS Individual** mode, drivers can configure up to six systems separately within their predefined characteristic curves.

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For outstanding handling: stiffened components

The body of the new Audi RS 3** plays a key role in the compact sports car's agile handling. It is ten millimeters lower than the Audi S3** and 25 millimeters lower than the A3. This lowers the vehicle's center of gravity further towards the road. At the front, the RS 3** is equipped with a McPherson strut axle with RS 3-specific pivot bearings that allow just under one degree more negative wheel camber compared to the A3. This increased tilt towards the road surface, i.e. the greater angle between the wheel plane and the vertical, improves steering response in addition to greater lateral control, i.e. more grip and dynamics when cornering. In conjunction with the stiffer wishbones compared with its predecessor, the RS 3** is even more agile. The rear axle features a four-link design with separate spring/shock absorber arrangement, subframe, and tubular stabilizer bar. The RS-specific tubular stabilizer adapted to the torque splitter has a higher spring rate than in the previous model –for optimum performance. The wheel camber is almost half a degree larger than on the A3. All of these components contribute to the increased lateral dynamics, as do the stiffer wheel carriers.

Precision engineering: the RS sports suspension

The standard RS sports suspension features newly developed shock absorbers and a valve system both specific to the RS 3**. The setup of the springs and shock absorbers is markedly stiff. The specially fine-tuned valves ensure that the shock absorbers exhibit a particularly fine response as part of the rebound and compression characteristics. This allows the suspension to respond to the respective driving situation even faster and with greater precision.

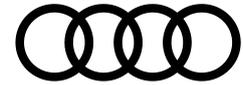
The RS sports suspension can be ordered with optional [adaptive damper control](#). It continuously and individually adjusts each shock absorber to the road conditions, the driving situation, and the mode selected in Audi drive select. The three characteristic curves comfortable, balanced, and sporty provide a clearly perceptible spread of the shock absorber characteristics. The ideal damping force is calculated within milliseconds. To do this, sensors measure the vertical acceleration of the body and the movement of the individual wheels relative to it. This results in increased dynamics and excellent driving stability with even greater comfort compared to the RS sports suspension. In RS Individual mode, the shock absorbers can be configured according to individual requirements and the road conditions within the three characteristic curves. In RS Performance Mode, there is a specific comfort setting for the shock absorbers that minimizes excessive vertical excitation while maintaining excellent lateral dynamics – this is particularly suitable for racetracks with uneven surfaces, such as the Nurbürgring-Nordschleife.

Newly developed: six-piston steel and ceramic brake system

Increased dynamics also means higher demands placed on the brakes. This is why the RS 3** features a newly developed and larger six-piston steel brake. Its internally ventilated and drilled discs measure 375 by 36 mm at the front and 310 by 22 mm at the rear. This means they are five millimeters larger in diameter and are also more stable than in the predecessor model. A 19-inch ceramic brake system measuring 380 by 38 millimeters at the front with a pedal

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characteristic curve specially adapted to the brake booster is optionally available. The high-performance brake system weighs another ten kilograms less than the steel brake and offers outstanding thermal stability, particularly in dynamic driving situations.

New air control elements in front of the wishbones channel air specifically into the wheel well, thus improving brake cooling. They improve the brakes' cooling time by 20 percent. This more quickly reduces peak temperatures during hard braking while pedal feel remains the same. In addition, it also reduces brake pad wear, which are 15 percent larger and copper-free. Those who opt for the ceramic brakes can choose between gray, red, or blue brake calipers. Those who prefer the steel version can order red calipers instead of the black ones.

Premiere for factory-equipped semi-slicks: the tires

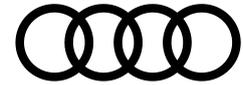
The RS 3** comes standard-equipped with 265/30 front and 245/35 rear tires, each ten millimeters wider than the optional mixed-sized tires on the predecessor model. They are mounted on 19-inch cast wheels in a 10-Y spoke design. Alternatively, 5-Y spokes are available – the embodiment of true racing design. Both wheels feature the RS branding. The standard tires are optimized in terms of rolling resistance thanks to modified tread geometry and a new rubber compound. Despite the increased width, the weight has remained the same. For particularly sporty drivers, Audi is offering Pirelli P Zero “Trofeo R” semi-slick tires, which are available factory-mounted for the first time. They are designed specifically for driving on racetracks, but are also approved for use on public roads. In addition to a newly developed asymmetric tread, the tires also feature a specific rubber compound. This combination delivers exceptional grip in dry conditions. Stability and lateral support were increased once again.

On board for the first time: the modular vehicle dynamics controller

Following its initial use in the A3 and S3**, the modular vehicle dynamics controller (mVDC) now also ensures that the chassis systems interact more precisely and more quickly in the RS 3**. As a central system, it captures data from all components relevant to lateral dynamics, thus ensuring that they interact more precisely and more quickly. The mVDC synchronizes the torque splitter's two control units and the [adaptive dampers](#) for high-precision steering and handling. It also influences the [wheel-selective torque control](#) and thus interacts with the newly developed six-piston steel brake or the optional RS ceramic brake. The vehicle dynamics controller demands more or less torque from the torque splitter, depending on the requirements. This further increases agility – especially on winding roads.

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Later intervention: the electronic stabilization control system

The electronic stabilization control (ESC) system in the RS 3** has been specifically adapted to the torque splitter and the new RS 3 driving modes. The ESC's sport mode, for example, is configured for the highest possible performance with respect to the interaction between the engine, transmission, quattro with RS torque splitter, and suspension. It provides more driving enjoyment by engaging the ESC control later. If you hold down the button in the center console for at least three seconds, the ESC can also be switched off completely – useful and helpful on closed roads, for example, if you want to fully experience the Torque Rear mode.

RS-specific tuning: the progressive steering system

The RS 3** comes with electromechanical progressive steering standard. It varies the ratio depending on the steering angle – as the steering angle increases, the ratio becomes smaller and the steering more direct. On the one hand, this enhances driving dynamics and, on the other, increases driving comfort by reducing steering effort. The sportier setup, RS-specific characteristic curves, and a more direct steering response – adapted to the suspension and tires – also ensure that the progressive steering system maintains close contact with the road surface, even when cornering at high speeds. In addition, it provides speed-dependent assistance for a precise steering feel at high speeds and smooth steering when parking or maneuvering. The basic setup can be varied via Audi drive select in the three characteristic curves comfortable, balanced, and sporty.

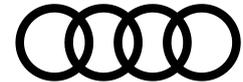
Safe and quiet: the body

The RS 3 Sportback** weighs 1,570 kilograms empty without a driver, the RS 3 Sedan** 1,575 kilograms. The passenger compartment is made of hardened steel materials. Before forming, they are heated to almost 1,000 degrees Celsius in a furnace and then cooled to around 200 degrees directly afterwards in the water-cooled press die. This extreme temperature shift results in high tensile strength. These kinds of hardened steel materials are relatively thin and are therefore very light in relation to their strength properties. These steels are used in the transition from the front end to the passenger cell, in the A-pillars, the B-pillars, the roof arch, the center tunnel, the rocker panels, and in the floor panel. They account for around 26 percent of the body. High-strength and ultra-high-strength steel grades are also used for the longitudinal members and in the floor of the passenger compartment. The engine hood is made of aluminum. An aluminum profile behind the front apron serves as a crash absorber.

The acoustic glass used for the front windshield comes standard. Other measures such as wheel arch liners made of fleece material reduce interior noise, even at high speeds. The insulation behind the pillar trim, behind the instrument panel, and in the luggage compartment further minimizes noise.

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The EXTERIOR DESIGN: expressive and powerful

The RS 3 Sportback** and the RS Sedan** also reveal their sporty genes visually – with powerful proportions and expressive details. In terms of external dimensions, both models have grown compared to the predecessor. With an identical wheelbase, the Sportback is now a good 50 millimeters wider and longer and 25 millimeters higher. The Sedan is 63 millimeters longer, 49 millimeters wider and 13 millimeters higher. The front axle track has been widened by 33 millimeters on both models compared with the previous generation, and the fenders are flared accordingly, indicating sportiness at first glance. At the rear axle, the RS 3 Sportback** has added ten millimeters.

The front features the wide RS bumper, the redesigned Singleframe with matte black or optionally glossy black honeycomb grille, and the extra-large air intakes. There is also a new design element behind the fenders: a slightly protruding air outlet. The eye-catching rocker panels, including black trim, combined with the pronounced wheel arches, also contribute to the expressive appearance of the new compact sports cars.

At the rear of the RS 3**, the bumper with integrated diffuser and the exhaust system with one large oval tailpipe on each side have also been redesigned. The diffuser, which is divided by vertical bars, has a very large surface area and is thus designed with racing in mind. The standard exhaust system features chrome-plated tailpipe trim, while the optional RS sports exhaust system features black tailpipe trim. While a distinctive roof edge spoiler generates the necessary downforce on the Sportback, an RS-specific spoiler lip on the luggage compartment lid improves the aerodynamics of the Sedan.

Checkered flag and RS 3 lettering: the light signature

Distinctive signatures and dynamic lighting effects also contribute to the automotive personality of the new Audi RS 3**. The RS 3** comes standard-equipped with flat, V-shaped [LED headlights](#) and LED taillights, including dynamic turn signal lights. [Matrix LED headlights](#) are available as an option, with darkened bezels that feature digital daytime running lights around their outer downturned angles. With its pixel field of 3 x 5 LED segments, it creates an unmistakable look – when the vehicle is opened, “R”, “S”, and “3” appear one after the other as a dynamic scene on the driver’s side, while the of the other headlight’s pixel field displays a checkered flag. When driving, the checkered flag lights up on both sides. A 3D-looking RS-specific animation also appears in the LED taillights.

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Plenty of design options: colors and appearance packages

The new RS 3 models** can be ordered in the RS-specific colors Kyalami Green and Kemora Gray. Other exterior finish options include Turbo Blue, Glacier White, Mythos Black, Tango Red, Python Yellow, and Daytona Gray. Customers can also have the RS 3** painted in a color of their choice.

In addition, the roof of the Sedan can be ordered in the contrasting color Brilliant Black for the first time. The technical foundation for this is what is known as overspray-free painting. This technology makes it possible to apply two different colors in the same paint-spraying pass. For this purpose, a robot-controlled and high-precision measuring device measures the laser-brazed seam between the roof and the sidewall frame. An applicator then applies a black paint developed specifically for this process in stripes to the bodywork with millimeter precision and without spray mist. The precise succession of the fine color stripes creates the contrast coating – in just one pass.

For an even more personalized look, there are two appearance packages – high-gloss black and matte aluminum – that add accents to the front bumper, diffuser insert, and window trim. For a sportier look, the rocker panel inlays are also available in carbon-fiber-reinforced polymer. The same applies to the mirror caps, the tailgate spoiler on the Sedan, and the roof edge spoiler on the Sportback.

The INTERIOR: sporty and digital

In the interior, many RS-specific features also underscore the sporty character of the two models. Standard-equipped illuminated door sill trims with RS 3 lettering and a door sill LED with RS projection onto the floor welcome the driver. Many elements in the interior are finished in aluminum, and the instrument panel trim is made of carbon. RS sport seats with RS embossing and anthracite contrast stitching also contribute to the racing atmosphere. The seat upholstery is optionally available in fine Nappa leather with RS honeycomb stitching and glossy black, red, or, for the first time, green contrast stitching. RS Design packages in red and green are available to match. They include special floor mats with contrast stitching and RS embroidery, as well as seatbelts with colored edges. The Design package plus includes seat corners in red or green and colored accents on the air vents.

Everything in the palm of your hand – with RS Mode button and high-quality shift paddles

The RS 3** is standard-equipped with a three-spoke RS Sport multifunctional leather steering wheel with a flattened bottom. It features high-quality shift paddles made of polished die-cast zinc. Those who opt for the Design package get, in addition to the RS badge, a 12 o'clock stripe for faster indication of the steering wheel position during dynamic driving.

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Alternatively, a perfectly round RS steering wheel is available with hands-on detection, i.e. capacitive grip recognition, for assisted steering functions. In the optional RS design package, the Alcantara-covered steering wheel is trimmed with red or green contrast stitching. Both steering wheels feature the new RS Mode button on the right-hand steering wheel spoke. This button can be used to select the Audi drive select modes RS Performance, RS Individual, or the last mode used.

RS-specific indicators

The standard 12.3-inch [Audi virtual cockpit plus](#) offers a completely new look with the new “RS Runway” design of the tachometer. It displays the values in the opposite direction in a manner that visually resembles an airplane runway – the highest number of revolutions in the foreground and the lowest in the background. The second option is to display the revolutions per minute in the form of a bar graph. Power and torque also appear as percentages. In addition, the Audi virtual cockpit plus includes displays for g-forces, lap times, and acceleration from 0 – 100 km/h, 0 – 200 km/h, quarter mile, and eighth of a mile.

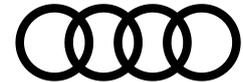
The RS-specific blinking shift indicator in manual transmission mode changes the rpm display from green to yellow to red, blinking in a manner identical to that used in motorsports, to indicate the optimal time to change gears. Launch Control, which fully exploits the acceleration potential of the RS 3**, signals the ideal moment to accelerate off the line with its new traffic light icons. Also available for the first time for the Audi RS 3** is a [head-up display](#) that projects relevant information onto the windshield in the driver’s direct line of sight in addition to a blinking shift indicator and the Launch Control display.

10.1 inch touch display with RS monitor standard

The RS 3** is standard-equipped with a 10.1-inch touch display that can be used to control all of the functions. Thanks to the flat menu structure, operating the MMI is extremely intuitive. Users can configure the display’s interface themselves by saving frequently used features on the start page – just like how you can organize apps on a smartphone. The 10.1-inch touch display includes what is referred to as the “RS Monitor,” which shows the coolant, engine, and transmission oil temperatures, as well as the g-forces and, optionally, the pressure of the tires. In addition, voice control is also included standard, turning the new Audi RS 3** into an intelligent assistant you can talk to. Commands can be worded freely thanks to the dialog manager. Two USB-C ports with data and charging functionality in front of the S tronic shifter, a DAB+ digital radio, and a Bluetooth interface round out the equipment that comes standard.

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MMI Navigation plus and Audi connect

The MMI Navigation plus system also features handwriting recognition, ensuring that drivers can easily enter their destinations. Route calculation is performed both onboard and online by the map service provider HERE. Predictions about how the traffic situation will develop make route guidance even more accurate. As part of MMI navigation plus, [Audi connect](#) online services complement route planning, including traffic information online and several [car-to-x](#) services. These connect the new RS 3** with other vehicles and the surrounding infrastructure. This makes it possible, for example, to find available parking spaces on the side of the road or to “ride the green wave” via traffic light communication, provided the necessary infrastructure is in place. Additional services are bundled in the optional connect plus package. These include online radio, hybrid radio, Amazon Alexa integration, as well as navigation with Google Earth and a highly detailed 3D city display.

Yet another highlight of the RS 3** is “Functions on demand”: for the first time, customers can order additional features online as needed – after they have purchased the car and at any time they choose. These include, for example, MMI navigation plus including [connect services](#), camera-based [traffic sign recognition](#), as well as the [Audi smartphone interface](#).

Extensive infotainment offering

The optional [Audi connect key](#) offers even more connectivity in the new RS 3**. It makes it possible to unlock and lock the car and to start the engine via a start-stop button using an Android smartphone. The standard version allows up to six vehicle users to save their personal settings in individual profiles, such as those relating to frequently selected navigation destinations or the air-conditioning system. The free [myAudi app](#) also offers many other functions, such as the ability to seamlessly continue navigation from the car on your smartphone.

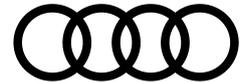
Hardware components complement the infotainment offering – the [Audi phone box](#) couples the smartphone with the car’s antenna and charges it inductively. The [Audi smartphone interface](#) connects an iOS or Android smartphone to the RS 3** and brings Apple Car Play or Android Auto to the MMI display – and does so wirelessly. The [Bang & Olufsen premium sound system with 3D sound](#) delivers an immersive sound experience. It controls 15 speakers with 680 watts of power.

The DRIVER ASSISTANCE SYSTEMS: safety and convenience

The RS 3** already comes standard-equipped with a number of driver assistance systems that maximum safety and enhance driving comfort. Using the front radar sensors, [Audi pre sense front](#) detects potentially dangerous situations in front of the vehicle and warns the driver via visual and audible signals. This systems makes it possible to avoid accidents with other vehicles, pedestrians, and cyclists in many cases, or to reduce their severity.

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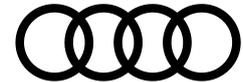


[Collision avoidance assist](#), another standard safety system, helps drivers steer around an obstacle. Steering corrections are also initiated by the [lane departure warning](#) system, which is also standard. [Turn assist](#) helps drivers when making a left-hand turn by applying the brakes if there is a risk of collision with an oncoming vehicle. [Cruise control](#) with speed limiter also comes standard, as does [park assist](#) with [parking system plus](#) for finding a suitable parking space along the side of the road. Park assist can even steer the car automatically into perpendicular and parallel parking spaces – all the driver has to do is put the car in gear, step on the accelerator, and brake.

The most complex system is the [adaptive cruise assist](#), which can take over steering, accelerating, and braking up to a speed of 210 km/h in most situations. It maintains a constant speed and distance from the vehicle in front and helps to keep the vehicle in its lane by gently intervening in the steering. The adaptive driving assistant is available as an individual option or in the comprehensive driver assistance package with MMI navigation plus. [High beam assist](#) and [emergency assist](#) are also included in the package. It also includes [park assist](#) and camera-based [traffic sign recognition](#). Also helpful in urban traffic are the [lane change](#) and [exit warning](#) systems, as well as [cross-traffic assist rear](#).

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Fuel consumption of the models named above

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Audi RS 3 Sportback

Combined fuel consumption in l/100 km: 8.8 – 8.3 (26.7 – 28.3 US mpg)*;
Combined CO₂ emissions in g/km: 201 – 190 (323.5 – 305.8 g/mi)*

Audi RS 3 Sedan

Combined fuel consumption in l/100 km: 8.7 – 8.2 (27.0 – 28.7 US mpg)*;
Combined CO₂ emissions in g/km: 198 – 188 (318.7 – 302.6 g/mi)*

Audi S3 Sportback:

Combined fuel consumption in l/100 km: 7.4 (31.8 US mpg)*;
Combined CO₂ emissions in g/km: 170–169 (273.6 – 272.0 g/mi)*

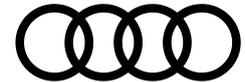
Audi S3 Sedan:

Combined fuel consumption in l/100 km: 7.3–7.2 (32.2 – 32.7 US mpg)*;
Combined CO₂ emissions in g/km: 166–165 (267.2 – 265.5 g/mi)*

The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Beginning September 1, 2018, the WLTP will gradually replace the New European Driving Cycle (NEDC). Due to the realistic test conditions, the fuel consumption and CO₂ emission values measured are in many cases higher than the values measured according to the NEDC. Vehicle taxation could change accordingly as of September 1, 2018. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp.

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electrical consumption, CO₂ emissions and performance figures.

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



The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 19 locations in 12 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy), and Ducati Motor Holding S.p.A. (Bologna/Italy).

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