

AUDI AG
Product and Technology Communications
85045 Ingolstadt, Germany
Tel.: +49 841 89 32100
Fax: +49 841 89 32817

March 2016

The Audi Model Range

Audi A1 and A1 Sportback	2
Audi A3, A3 Sportback, A3 Sportback e-tron, A3 Sportback g-tron, A3 Sedan and A3 Cabriolet	5
Audi A4, A4 Avant and A4 allroad quattro	12
Audi A5 Sportback, A5 Coupe and A5 Cabriolet	17
Audi A6, A6 Avant and A6 allroad quattro	21
Audi A7 Sportback	26
Audi A8, A8 L W12	29
Audi Q3	32
Audi Q5	34
Audi Q7 and Q7 e-tron 3.0 TDI quattro	36
Audi TT Coupe and TT Roadster	41
Audi R8	46
Audi S models	49
Audi RS models	60

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.

Audi A1

Over 600,000 cars sold since its market launch in 2010 – proof of how popular the Audi A1 and the A1 Sportback continue to be. The compact model, updated in early 2015, packs all of the brand's virtues into its 3.97 meters (13.0 ft) of length – progressive design, uncompromising quality and high efficiency. Its range of powerful engines and agile chassis make the three-door car the sportiest in its segment. The design is distinctive and powerful. Audi can finish the roof line in a contrasting color upon request. Attractive colors and chrome strips accentuate the high-quality interior.

Drive system

Six engines are available for selection – four TFSI and two TDI. The 1.0 TFSI, the first ever three-cylinder gasoline engine in the history of the Audi brand, has a combined fuel consumption of just 4.2 liters per 100 kilometers (56.0 US mpg), which equates to 97 grams CO₂ per km (156.1 g/mi). The three-cylinder diesel, the 1.4 TDI ultra with 66 kW (90 hp), attains an NEDC fuel consumption figure of 3.6 liters of fuel per 100 kilometers (65.3 US mpg) and emits 94 grams CO₂ per kilometer (151.3 g/mi). And the 1.4 TFSI COD highlights the cylinder on demand system (COD), which enables temporary cylinder shut-off when the engine is operating at partial load.

Engine lineup

- 1.0 TFSI ultra with 70 kW (95 hp)
- 1.4 TFSI with 92 kW (125 hp)
- 1.4 TFSI COD with 110 kW (150 hp)
- 1.8 TFSI with 141 kW (192 hp)
- 1.4 TDI with 66 kW (90 hp)
- 1.6 TDI with 85 kW (116 hp)

Combined fuel consumption in l/100 km: 5.8 - 3.6 (40.6 - 65.3 US mpg)

Combined CO₂ emissions in g/km: 134 - 94 (151.3 - 146.5 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

The seven-speed S tronic transmission is available as an option for all of the Audi A1 engines; with the 1.8 TFSI it comes as standard. The driver can let the lightning-quick dual-clutch transmission shift automatically or control it manually. Power is transmitted via the front wheels.

Chassis

The chassis too contributes to the sportiness. Its electromechanical steering is extremely efficient; the amount of power assist decreases as the vehicle speed increases. With the sport trim line the tuning is tauter, while the S line sport chassis offers even greater dynamics.

The Audi drive select dynamic handling system (standard in the sport trim line) lets the driver vary the engine characteristic, the S tronic and adjustable shock absorbers – another option – in the auto, efficiency and dynamic modes. At the limits of performance, wheel-selective torque control makes handling even more precise and stable.

Equipment

The equipment range includes the design and sport trim lines. Other options include the design selection and the S line sport package as well as many other customization options – from colored air vents to decorative decals for the body. Audi Genuine Accessories offers even more options, including the new active kit.

The high-end solution in infotainment is MMI navigation plus with intelligent voice control and a monitor that folds out from the instrument panel. The Audi connect module including car phone connects the A1 to the internet. Components such as the Bose Surround Sound System round out the infotainment lineup.

Audi A1 Sportback

The Audi A1 Sportback offers a bit more headroom in the rear as well as more comfortable entry. The second row includes a third seat at no extra cost. The five-door model has its own style also in the color concept: Its contrasting paint finish covers the entire roof dome.

The possibilities for custom configuration are extremely varied with numerous trim lines, equipment packages and kits as well as individual options and accessories.

Four TFSI and two TDI engines, including two three-cylinder models, make up the engine lineup of the Audi A1 Sportback. The performance range extends from 66 kW (90 hp) to 141 kW (192 hp). In the 1.4 TFSI COD, the cylinder on demand (COD) system deactivates two cylinders when the driver lightly presses the pedal. The 1.4 TDI has a combined NEDC fuel consumption of just 3.7 liters per 100 kilometers (63.6 US mpg) which equates to 97 grams CO₂ per kilometer (156.1 g/mi).

Engine lineup

- 1.0 TFSI ultra with 70 kW (95 hp)
- 1.4 TFSI with 92 kW (125 hp)
- 1.4 TFSI COD with 110 kW (150 hp)
- 1.8 TFSI with 141 kW (192 hp)
- 1.4 TDI with 66 kW (90 hp)
- 1.6 TDI with 85 kW (116 hp)

Combined fuel consumption in l/100 km: 5.8 - 3.7 (40.6 - 63.6 US mpg)

Combined CO₂ emissions in g/km: 134 - 97 (215.7 - 156.1 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

The seven-speed S tronic is available as an option with all engines and comes standard with the top TFSI model. The chassis of the Audi A1 Sportback offers the same new features as its three-door model – electromechanical power steering, Audi drive select system (standard with the sport trim line) and the option of adjustable dampers.

Audi A3

Audi demonstrates its technical expertise in all aspects of carmaking with the A3. Consistent lightweight design has brought the curb weight of the compact A3 as a 1.2 TFSI down to just 1,150 kg (*2,535.3 lb*) – the best value in its class. In the body, the primary factors in achieving this weight reduction are the use of form-hardened steels in the occupant cell and aluminum add-on parts – the engine hood and fenders. An international panel of journalists voted the A3 World Car of the Year 2014.

Design and interior

The three-door model has a sporty and powerful look, and the optional LED headlights underscore its exceptional position in the compact car segment. The Audi A3 interior impresses with the superior quality of its materials and workmanship, and intuitive ergonomics. A special highlight is the MMI monitor, which extends electrically and is a mere eleven millimeters (*0.4 in*) thick. The operating terminal is placed on the console of the center tunnel. The top-of-the-line version, MMI navigation plus with MMI touch, features another innovation – the top of the round rotary pushbutton is a touchpad.

Drive system

The engine lineup for the Audi A3 offers the choice of four TFSI and three TDI engines. The A3 1.6 TDI has a combined fuel consumption of just 3.8 liters of diesel per 100 kilometers (*61.9 US mpg*), which equates to CO₂ emissions of 99 grams per km (*159.3 g/mi*). The highly efficient engines include the 2.0 TDI, the 1.2 TFSI and the 1.4 TFSI ultra – with cylinder on demand (COD) technology it only emits 105 grams of CO₂ per kilometer (*169.0 g/mi*).

Engine lineup

- 1.2 TFSI with 81 kW (110 hp)
- 1.4 TFSI with 92 kW (125 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 1.8 TFSI and 1.8 TFSI quattro with 132 kW (180 hp)
- 1.6 TDI with 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.7 - 3.8 (35.1 - 61.9 US mpg)

Combined CO₂ emissions in g/km: 154 - 99 (247.8 - 159.3 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi combines all front-wheel drive engines with a six-speed manual transmission or an S tronic. The dual clutch transmission is standard in the 1.8 TFSI quattro.

Chassis

The chassis of the Audi A3 combines sporty driving fun with good comfort. The very responsive power steering system features an electromechanical drive for high efficiency. In front-wheel drive models, Electronic Stabilization Control (ESC) includes an electronic limited slip differential to make handling even smoother and safer at the vehicle's cornering limits. The optional Audi drive select system (standard in the Ambition trim line) lets the driver modify the settings of key technology modules over several levels. A sport suspension is available in two versions.

Equipment

Audi offers the A3 in the trim lines Attraction, Ambition and Ambiente. In addition, many sporty and convenient options are offered, ranging from adaptive light to a panoramic sunroof. The A3 also proves its leading role when it comes to the driver assistance systems. Technologies include radar-assisted adaptive cruise control, Audi side assist, Audi active lane assist, the camera-based traffic sign recognition, park assist and the Audi pre sense safety system.

Audi connect

The A3 features some innovative solutions in mobile infotainment that are available as options. In conjunction with the Audi connect module, MMI navigation plus with MMI touch brings the brand's customized online services into the cockpit. They are transmitted via the fast LTE standard. The Audi phone box connects cell phones to the car in a convenient way; the sound system from Bang & Olufsen offers pure hi-fi enjoyment.

Audi A3 Sportback

The body of the Audi A3 Sportback has been extended for a sporty wheelbase that is 35 millimeters (*1.4 in*) longer than that of the three-door model. This compact five-door model offers a cargo capacity of 380 to 1,220 liters (*13.4 to 43.1 cu ft*). The engine lineup includes a wide range of highly efficient TFSI and TDI units. Their engine displacements range from 1.2 to 2.0 liters and their power from 81 kW (110 hp) to 135 kW (184 hp). quattro permanent all-wheel drive is available starting with 110 kW (150 hp).

Engine lineup

- 1.2 TFSI with 81 kW (110 hp)
- 1.4 TFSI with 92 kW (125 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 1.8 TFSI and 1.8 TFSI quattro with 132 kW (180 hp)
- 1.6 TDI with 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.7 - 3.8 (*35.1 - 61.9 US mpg*)

Combined CO₂ emissions in g/km: 154 - 99 (*247.8 - 159.3 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

The A3 Sportback offers the same power transmission and chassis technologies as the A3. The same is true for the interior design, driver assistance systems, infotainment and connectivity.

Audi A3 Sportback e-tron

The Audi A3 Sportback e-tron, the first Audi model with a plug-in hybrid drive, pairs a 1.4 TFSI, which outputs 110 kW (150 hp) and 250 Nm (*184.4 lb-ft*) of torque, with an electric motor that produces 75 kW and 330 Nm (*243.4 lb-ft*). The system power of 150 kW (204 hp) enables sporty driving performance – the sprint from 0 to 100 km/h (62.1 mph) takes just 7.6 seconds, and the car's top speed is 222 km/h (137.9 mph).

Based on the applicable NEDC standard, the fuel consumption of the Audi A3 Sportback e-tron with 16-inch tires is just 1.5 liters per 100 kilometers (*156.8 US mpg*) with CO₂ emissions of 35 grams per kilometer (*56.3 g/mi*). The lithium-ion battery, which produces 8.8 kWh of energy, enables an electric driving range of up to 50 kilometers (*31.1 mi*); the TFSI adds an additional 890 kilometers (*553.0 mi*) to this maximum. From an industrial power socket, it takes slightly more than two hours to charge the battery fully.

A decoupler controls the interplay between the combustion engine, electric motor and seven-speed S tronic. The Audi A3 Sportback e-tron can be driven up to 130 km/h (*80.8 mph*) all-electrically; it can combine the two drives to optimize either efficiency or power, and it features energy recuperation and a coasting function. In addition, the driver has the choice between several hybrid programs and modes. Special indicators inform the driver about what is going on.

As an optional service, German customers of the Audi A3 Sportback e-tron can switch over to Audi Energy as their residential utility company. 100 percent of the electricity comes from hydroelectric power plants in Germany, Austria and Switzerland – so when customers drive the plug-in hybrid model in electric mode, the car not only offers zero local emissions, it also offers zero global emissions.

Fuel consumption according to ECE standard in l/100 km: 1.7 - 1.5
(*138.4 - 156.8 US mpg*)

Combined energy consumption in kWh/100 km: 12.4 - 11.4

Combined CO₂ emissions in g/km: 39 - 35 (*62.8 - 56.3 g/mi*)

(*Figures vary depending on engine/transmission/wheels/tires*)

Audi A3 Sportback g-tron

A big step towards the sustainable mobility of the future has also been taken by the Audi A3 Sportback g-tron: The five-door premium compact model can use climate-friendly Audi e-gas as an alternative to fossil natural gas. The two tanks located under the luggage compartment floor each store around 7 kilograms (*15.4 lb*) of gas at a maximum pressure of 200 bar. They reduce luggage space only marginally and are constructed from a composite material, making them very light.

Equipped with a 1.4 TFSI engine producing 81 kW (110 hp), the A3 Sportback g-tron sets standards for efficiency and economy. Fuel costs to the customer are roughly four euros per 100 kilometers (62.1 mi). Thanks to the four-cylinder engine's configuration for bivalent fuels, its range is over 400 km (248.5 mi) in the NEDC cycle with natural gas fuel. When powered by gasoline, driving range is extended by as much as an additional 900 km (559.2 mi).

The Audi A3 Sportback g-tron, which comes standard with a six-speed manual transmission or seven-speed S tronic, has a combined fuel consumption of less than 3.5 kilograms (7.7 lb) of natural gas or Audi e-gas per 100 kilometers (62.1 mi). This is the sustainable own-brand fuel produced in the Audi e-gas project in Werlte, in Germany's Emsland district – the fuel is methane which is synthetically produced from CO₂ and water using green electricity. In pure e-gas mode, the five-door premium compact is entirely CO₂ neutral. Customers can refuel using an e-gas card, which serves as an accounting instrument.

CNG consumption in kg/100 kilometers: 3.6 - 3.3 (5.8 - 5.3 kg/mi)

Combined fuel consumption in l/100 km: 5.5 - 5.1 (42.8 - 46.1 US mpg)

Combined CO₂ emissions in g/km (CNG): 98 - 89 (157.7 - 143.2 g/mi)

Combined CO₂ emissions in g/km (gasoline): 128 - 117 (206.0 - 188.3 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi A3 Sedan

The Audi A3 Sedan is the sporty notch-back model in the premium compact segment; its design merges the classic three-box concept with the dynamics of a coupe. The 425-liter (15.0 cu ft) cargo space (with quattro drive: 390 liters [13.8 cu ft]) can be expanded by folding down the rear seat backs. Equipped with the 1.4 TFSI engine, the four-door model has a curb weight of just 1,205 kg (2,656.6 lb).

Audi delivers the A3 Sedan with powerful and highly efficient TFSI and TDI engines; their power ranges from 81 kW (110 hp) to 135 kW (184 hp). In the 1.4 TFSI with 110 kW (150 hp), cylinder on demand (COD) technology deactivates two of the cylinders at low load.

Engine lineup

- 1.4 TFSI with 92 kW (125 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 1.8 TFSI and 1.8 TFSI quattro with 132 kW (180 hp)
- 1.6 TDI with 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.7 - 3.7 (35.1 - 63.6 US mpg)

Combined CO₂ emissions in g/km: 154 - 98 (247.8 - 157.7 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

A six-speed manual gearbox or an S tronic transmits engine torque to either the front wheels or to the quattro permanent all-wheel drive system. The extensive list of optional equipment also includes the innovative LED headlights.

Audi A3 Cabriolet

The Audi A3 Cabriolet is distinguished by its sporty and elegant proportions and low weight. Like every Audi convertible, it has a lightweight cloth top. An acoustic top with very effective noise insulation is available as an option. Its electrohydraulic drive raises or lowers the top even at speeds up to 50 km/h (31.1 mph). In the opened position, the soft top rests in a tray that hardly affects the cargo capacity of the trunk, which is 280 liters (9.9 cu ft) or 245 liters (8.7 cu ft) with quattro drive. An active rollover protection system protects occupants in the event of a rollover accident.

Audi can deliver the A3 Cabriolet with one of six engines: three TFSI engines and three TDI units. Their power range extends from 81 kW (110 hp) to 135 kW (184 hp). The 1.4 TFSI is a particularly efficient gasoline engine, thanks to its cylinder on demand (COD) technology. quattro permanent all-wheel drive can be selected with the 1.8 TFSI and the two 2.0 TDI engines.

Engine lineup

- 1.4 TFSI with 92 kW (125 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 1.8 TFSI and 1.8 TFSI quattro with 132 kW (180 hp)
- 1.6 TDI with 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.8 - 3.9 (34.6 - 60.3 US mpg)

Combined CO₂ emissions in g/km: 158 - 104 (254.3 - 167.4 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Another option for convertible driving is headroom heating at the front seats; and when the optional leather seat covers are ordered, they come with a special color pigmentation that resists heating in sunlight. Fold-down rear seat backrests are standard in the Audi A3 Cabriolet.

Audi A4

The new-generation Audi A4 fascinates with its groundbreaking synthesis of technology and aesthetics. All the technology in the Audi brand's bestselling family has been redeveloped so as to redefine the benchmark in the segment. Development set great value on reducing CO₂ emissions, and the engineers geared all technologies to reducing driving resistance.

Design and lightweight construction

With a length of 4.73 meters (*15.5 ft*) and a 2.82 meter (*9.3 ft*) wheelbase, the new Audi A4 stands confidently on the road. The front and rear designs are characterized by horizontal lines that emphasize the car's width. The flowing design with concise lines communicates the sporty elegance of Audi.

The Singleframe grille is broad and flat. The optional headlights with LED or Audi matrix LED technology with dynamic indicators provide the visual trademark.

The dimensions of the new Audi A4 have increased compared with the predecessor model, yet the unladen weight has decreased significantly – by up to 120 kilograms (*264.6 lb*), depending on the engine version. The body is the lightest in the competitive field thanks to an intelligent mix of materials and lightweight design.

Display and operating concept

The new Audi A4 offers a wealth of intelligent technologies. At the same time, operation has become even more intuitive with the new Audi MMI display and operating concept. The optional Audi virtual cockpit, a fully digital instrument cluster, presents the most important information in graphic form on its high-resolution 12.3 inch LCD screen with brilliant resolution, a high level of detail and carefully calculated effects.

MMI control, which is located on the center console, has also been redesigned and serves as the main control element. A touchpad is integrated in the MMI control panel for the top infotainment system, MMI navigation plus with MMI touch and a large 8.3-inch monitor. It can be used to zoom in and out and to input characters.

The whole MMI control logic is similar to that of a smartphone, including the intelligent free text search function. The new, natural voice control system can also recognize easily understandable input in everyday language, such as: "I want to call Peter Miller." Audi can also install an optional head-up display.

Drive system

Three TFSI four TDI engines make up the engine line for the new Audi A4. Their power output has increased considerably and is now between 110 kW (150 hp) and 200 kW (272 hp). On the other hand, fuel consumption has been reduced by up to 21 percent. The A4 2.0 TDI only needs 3.7 liters of diesel per 100 kilometers (*63.6 US mpg*) which equates to CO₂ emissions of 95 grams per kilometer (*154.5 g/mi*). All the engines combine efficiency with sporty power development and smooth running – especially the two 3.0 TDI six-cylinder engines.

The new Audi A4 has a groundbreaking innovation for the gasoline engines: The 2.0 TFSI ultra with 140 kW (190 hp) utilizes a new combustion method. It makes the car especially efficient and allows a CO₂ level of 109 grams per kilometer (*175.4 g/mi*) and a fuel consumption level of 4.8 liters per 100 kilometers (*49.0 US mpg*).

Engine lineup

- 1.4 TFSI with 110 kW (150 hp)
- 2.0 TFSI ultra with 140 kW (190 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI ultra and 2.0 TDI with 110 kW (150 hp)
- 2.0 TDI ultra, 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)

Combined fuel consumption in l/100 km: 6.3 - 3.7 (*37.3 - 63.6 US mpg*)

Combined CO₂ emissions in g/km: 144 - 95 (*231.7 - 152.9 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

Manual transmission, S tronic and tiptronic, front-wheel and quattro all-wheel drive – a slew of different solutions for power transmission in the new Audi A4. For each engine version there is a custom-designed technology.

Chassis

The new Audi A4 makes a great stride in drivability: on the one hand sporty and performance-oriented, on the other hand comfort-oriented. The chassis and steering systems filter out noise signals such as roadway unevenness, while also giving feedback to the driver on the buildup of lateral force and tracking in the driving lane, for instance. This leap forward in performance is based on the newly developed five-link suspensions and electromechanical power steering system. Extremely lightweight, they lay the foundation for the dynamic behavior and the first-class ride comfort. At the same time, they reduce fuel consumption. Optionally available is the dynamic steering, which varies its gear ratio depending on the speed and steering angle. Suspension systems with damper control are also available, allowing the driver for the first time to choose between two trim positions – one for sportiness and one for comfort. Both suspension variants are incorporated into the Audi drive select driving dynamics system, which is standard with engines from 190 hp.

Assists and equipment

The new Audi A4 also sets standards in its class thanks to numerous assistance systems. The predictive efficiency assistant helps to save fuel, the active lane assist helps to stay in the lane and the stop & go adaptive cruise control including traffic jam assist relieves the driver's work in slow-moving traffic. A special feature of traffic jam assist is its control strategy. It utilizes many different parameters such as lane markings and the group of vehicles driving ahead. From this information the system derives a virtual vehicle path, along which it guides the A4. Other new and important safety features include the park assist, rear cross traffic assist, exit warning system, collision avoidance assist and turn assist as well as the Audi pre sense systems. The camera-based recognition of traffic signs is also offered.

The standard equipment has become even more diverse compared with the predecessor models. It includes Xenon headlights, convenience key, a Bluetooth interface, Audi drive select (from 140 kW/190 hp) and a 7-inch MMI color display.

Other technological highlights of the new Audi A4 include the Audi smartphone interface, the Bang & Olufsen sound system with 3D sound, the Audi phone box with wireless charging and the Audi connect services.

Audi A4 Avant

The Avant models from Audi have been celebrating great successes for over two decades. The combination of aesthetic design and functional utility assures them an exceptional standing. The new A4 Avant continues this trend – with even more space and more elegance. The maximum capacity is 1,510 liters (53.3 cu ft) with the rear seat backrest folded down. The latter is split 40:20:40, and can be easily folded down to the seat cushions using a lever on the side of the luggage compartment

The basic dimensions of the luggage compartment of the Audi A4 Avant come to 505 liters (17.8 cu ft) – 15 liters (0.5 cu ft) more than the predecessor model. The loading sill is only 63 centimeters (24.8 in) high, while a standard stainless steel sill cover protects it from scratches. The load-area width measures one meter (3.3 ft).

The cuboid dimensions make the luggage compartment outstandingly practical. A partition net and roof rails are standard, as is the electric load area cover. Audi also offers other practical features: The optional trailer hitch unlocks electronically at the push of a button. The new Audi A4 Avant is certified for towed loads of up to 2,100 kilograms (4,629.7 lb) (with an eight percent grade).

Engine lineup

- 1.4 TFSI 110 kW (150 hp)
- 2.0 TFSI ultra with 140 kW (190 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI ultra and 2.0 TDI with 110 kW (150 hp)
- 2.0 TDI ultra, 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)

Combined fuel consumption in l/100 km: 6.4 - 3.8 (36.8 - 61.9 US mpg)

Combined CO₂ emissions in g/km: 147 - 99 (236.6 - 159.3 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

The Audi A4 Avant offers the same power transmission and chassis technologies as the Audi A4. The same is true for the interior design, assistance systems, infotainment and connectivity.

Audi A4 allroad quattro

The new Audi A4 allroad quattro combines great ride comfort with off-road qualities to enjoy a unique position in its segment. Thanks to the standard quattro drive and the increased ground clearance, the car also keeps on easily driving where the paved road ends.

Ground clearance increased by 34 millimeters (*13.4 in*) compared with the A4 Avant and the look of a strong character are the identifying features of the new A4 allroad quattro. It displays a strikingly V-shaped front end with a distinctive bumper and model-specific air inlets. Vertical chrome slats adorn its sculpted Singleframe grille; the robust underbody guard and the rear diffuser are finished in selenite silver. The flared wheel arches and the rear bumper are finished in matt structure gray or body color. There are 14 interior colors from which to choose. Modifications similar to those of the A4 Avant can be found at the front end, headlights, side sills, rear body, lighting and interior.

Engine lineup

- 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI quattro with 120 kW (163 hp)
- 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)

Combined fuel consumption in l/100 km: 6.4 - 3.8 (*36.8 - 61.9 US mpg*)

Combined CO₂ emissions in g/km: 147 - 99 (*236.6 - 159.3 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

quattro all-wheel drive is standard with the new Audi A4 allroad quattro.

Depending on the engine, there is a choice of the manual six-speed transmission, the seven-speed S tronic and the eight-speed tiptronic.

Compared with the previous model, the list of standard equipment is even more generous. Among other things, it includes xenon headlights, convenience key, luggage compartment lid, a Bluetooth interface, Audi drive select (from 140 kW) and a 7-inch MMI color display.

Audi A5 Sportback

The A5 Sportback is a design masterpiece from Audi. Its flowing silhouette, sharp lines and muscular surfaces make a strong statement. The car's interior also exudes elegance and sportiness, and its controls are intuitive to use. Optional sport seats or climate-controlled comfort seats are available for the driver and front passenger. The rear system is also optionally available with three seats. The luggage compartment of the long lid has a capacity of 480 to 1,283 liters (17.0 – 45.3 cu ft).

Drive system

The engine lineup offers customers many different possibilities.

The power of the engines ranges from 100 kW (136 hp) to 200 kW (272 hp), and three V6 engines with three liters of displacement are at the top of this range. The 2.0 TDI ultra with 100 kW (136 hp) consumes just 4.2 liters of fuel per 100 kilometers (56.0 US mpg) and emits 109 grams CO₂ per kilometer (175.4 g/mi).

Engine lineup

- 1.8 TFSI with 106 kW (144 hp)
- 1.8 TFSI with 130 kW (177 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 169 kW (230 hp)
- 3.0 TFSI quattro with 200 kW (272 hp)
- 2.0 TDI with 100 kW (136 hp)
- 2.0 TDI ultra with 100 kW (136 hp)
- 2.0 TDI with 110 kW (150 hp)
- 2.0 TDI ultra with 120 kW (163 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI with 160 kW (218 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

Combined fuel consumption in l/100 km: 7.8 - 4.2 (30.2 - 56.0 US mpg)

Combined CO₂ emissions in g/km: 182 - 109 (292.9 - 175.4 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi offers the ideal transmission for each engine – six-speed manual, multitronic or seven-speed S tronic. The more powerful versions are available with quattro permanent all-wheel drive as standard or optional equipment. A sport differential can be ordered with the six-cylinder engine with all-wheel drive.

Chassis

The five-link front suspension and trapezoidal-link rear suspension of the A5 Sportback consist primarily of aluminum. The power steering system is driven by an electric motor. All A5 versions with front-wheel drive have Electronic Stabilization Control (ESC) with an electronic limited-slip differential. The optional Audi drive select system – with its selectable characteristic maps – can integrate the optional sport differential, dynamic steering and chassis with damper control.

Equipment

The optional driver assistance systems are Audi side assist, Audi active lane assist and adaptive cruise control. The infotainment systems are also top quality. MMI navigation plus may be combined with the Audi connect module including car phone online. The latter delivers online services to the car and can connect up to eight mobile devices to the internet via Wi-Fi.

Audi A5 Coupe

The Audi A5 Coupe is a modern classic with its elegant lines – in 2010 it received the Design Award of the Federal Republic of Germany. Audi equips the two-door model with powerful engines: The 1.8 TFSI already outputs 130 kW (177 hp), and the 3.0 TFSI produces 200 kW (272 hp) of power. The 2.0 TDI ultra consumes only 4.2 liters of fuel per 100 kilometers (56.0 US mpg) in the NEDC cycle and emits 109 grams CO₂ per kilometer (175.4 g/mi).

Engine lineup

- 1.8 TFSI with 130 kW (177 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 169 kW (230 hp)
- 3.0 TFSI quattro with 200 kW (272 hp)
- 2.0 TDI ultra with 120 kW (163 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

Combined fuel consumption in l/100 km: 7.7 - 4.2 (30.5 - 56.0 US mpg)

Combined CO₂ emissions in g/km: 179 - 109 (288.1 - 175.4 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Available transmissions include the six-speed manual, multitronic and seven-speed S tronic, depending on the engine selected. The quattro lineup covers the majority of engines. The sport differential is available as an option with the most powerful diesel and gasoline engines. Optional chassis features are Audi drive select, dynamic steering and electronic damper control.

The list of standard and optional features is largely identical to that for the Audi A5 Sportback. The same is true for the driver assistance systems, infotainment and Audi connect services.

Audi A5 Cabriolet

The Audi four-seat convertible in the mid-class market segment is known as the A5 Cabriolet. Its fully automatic cloth top opens or closes in just 15 seconds. Audi can deliver an acoustic top as an option. When the top is lowered, it folds into a small package that leaves 320 liters (11.3 cu ft) of cargo capacity in the trunk (capacity when the soft top is raised: 380 liters [13.4 cu ft]). The folding rear seat backs expand luggage capacity to 750 liters (26.5 cu ft).

Reinforcements in the body compensate for the lack of the fixed roof. Head-thorax side airbags and aluminum plates that extend automatically as rollover protection are ready to deploy in case of a crash. A wind deflector and automatic belt feeds for the front seats underscore the comfortable character of the A5 Cabriolet. Audi offers headroom heating as an option. A special coating for the likewise optional leather seats prevents their surfaces from heating up too much in the sun.

Engine lineup

- 1.8 TFSI with 130 kW (177 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 169 kW (230 hp)
- 3.0 TFSI quattro with 200 kW (272 hp)
- 2.0 TDI with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

Combined fuel consumption in l/100 km: 8.1 - 4.7 (29.0 - 50.0 US mpg)

Combined CO₂ emissions in g/km: 189 - 123 (304.2 - 197.9 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi A6

The Audi A6 is the successful model in the full-size class. In its makeover in fall 2014, new engines, transmissions and headlights plus a new infotainment system made this sedan even more efficient, powerful and exclusive.

Design and body

Sharp lines and emphasized horizontals – the design of the A6 epitomizes precision and sporty elegance. As an option, Audi can deliver the headlights as LEDs or in the innovative Matrix LED technology. The latter integrates 19 small, individually controllable LEDs in each headlight. With the aid of a camera they are able to illuminate the roadway extremely effectively at all times, without dazzling the drivers of other vehicles. The dynamic turn signal lights complement the high-tech headlights, and illuminate sequentially in the direction in which the driver wants to turn.

The bodywork contains numerous components of aluminum and hot-shaped steel that form the backbone of a systematic lightweight design concept.

The A6 1.8 TFSI has a curb weight (without driver) of just 1,535 kg (*3,384.1 lb*).

Interior

Every detail of the spacious interior is a testament to the brand's uncompromisingly high standards of quality. Elegant colors and carefully selected materials emphasize the cultivated atmosphere. Options available for the front seat include ventilation and massage features.

Drive system

Three TFSI and six TDI engines ranging in output from 110 kW (150 hp) to 245 kW (333 hp) comprise the engine lineup of the Audi A6. The 2.0 TDI ultra S tronic with 110 kW (150 hp) and 140 kW (190 hp) are the most efficient variants with combined fuel consumption figures of 4.2 liters per 100 kilometers (*56.0 US mpg*) and emissions of 109 grams CO₂ per kilometer (*175.4 g/mi*). The limited edition 3.0 TDI competition model is powered by the bi-turbo V6 diesel which delivers 240 kW (326 hp) – and briefly 255 kW (346 hp) as an additional boost. The highest power comes from a gasoline engine – the supercharged 3.0 TFSI with 245 kW (333 hp).

Engine lineup

- 1.8 TFSI with 140 kW (190 hp)
- 1.8 TFSI ultra with 140 kW (190 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 185 kW (252 hp)
- 3.0 TFSI quattro with 245 kW (333 hp)
- 2.0 TDI ultra with 110 kW (150 hp)
- 2.0 TDI ultra with 140 kW (190 hp)
- 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI and 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)
- 3.0 TDI quattro with 235 kW (320 hp)
- 3.0 TDI competition quattro with 240 kW (326 hp)

Combined fuel consumption in l/100 km: 7.6 - 4.2 (30.9 - 56.0 US mpg)

Combined CO₂ emissions in g/km: 177 - 109 (284.9 - 175.4 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi has a variety of drivetrain solutions available. The six-speed manual transmission and the seven-speed S tronic for front-wheel drive have both been redeveloped. The lineup is completed with a seven-speed S tronic for quattro drive and the eight-gear tiptronic – for the two most powerful diesel engines. The quattro permanent all-wheel drive is optionally available for the 2.0 TDI with 140 kW (190 hp), the 2.0 TFSI 185 kW (252 hp) and the 3.0 TDI with 160 kW (218 hp). It is standard with all engines producing at least 200 kW (272 hp), and can be supplemented here with the sport differential at the rear axle if desired.

Chassis

The chassis also combines supreme comfort with sporty handling.

The sophisticated wheel suspensions – five-link front suspension and trapezoidal-link at the rear – are constructed of aluminum, and the power steering has an electromechanical drive system. All A6 versions with front-wheel drive have Electronic Stabilization Control (ESC) with an electronic limited-slip differential, and the Audi drive select driving dynamics system is standard throughout. Audi also offers dynamic steering and the adaptive air suspension with variable damping as options.

Equipment

The Audi A6 is also way ahead of the competition when it comes to infotainment, with configurable modules ranging up to MMI navigation plus with MMI touch.

The top-of-the-line navigation system with the power-retractable 8-inch monitor is based on a new technology platform that incorporates the fast Tegra 30 graphics chip from Audi partner NVIDIA. The Audi connect module transfers data via LTE and brings tailored online services aboard, including navigation map updates and online media streaming.

The range of driver assistance systems is headed by adaptive cruise control with stop & go function. Audi side assist, which checks behind the car when changing lanes, works closely together with Audi active lane assist, which prevents unintended lane changes. The night vision assistant is further improved, and the Audi pre sense basic safety system is standard.

Audi A6 3.0 TDI competition

The limited edition model A6 3.0 TDI competition is a reference to the successful launch of Audi TDI technology in 1989. The 3.0 TDI biturbo produces 240 kW (326 hp) and can briefly reach a peak power of 255 kW (346 hp) in overboost mode. The S line sport package is standard equipment, and the sports suspension lowers the body by 20 millimeters (*0.8 in*). Located behind the 20-inch, two-tone wheels are brakes with red calipers. The interior is black, and the list of standard equipment is very generous.

Audi A6 Avant

The Audi A6 Avant with its flowing lines benefited in 2014 from the same improvements as the A6 Sedan. Among the most eye-catching of the design upgrades are the new headlights, which are also available in LED and Matrix LED technology. The lightweight body, with its intelligent combination of materials, and the sporty and elegant interior are major highlights. The luggage compartment offers 565 to 1,680 liters (*20.0 to 59.3 cu ft*) of capacity and a number of practical features. Cargo loading is even easier with the optional sensor-controlled automatic power tailgate combined with a power luggage compartment cover.

Drive system

Three gasoline and six TDI engines combine power with high efficiency, low emissions and smooth running. The two 2.0 TDI ultra versions have a combined fuel consumption of 4.4 liters of fuel per 100 kilometers (*53.5 US mpg*) with emissions at 114 grams CO₂ pro kilometer (*183.5 g/mi*). The 3.0 TDI turbo and the 3.0 TFSI have undergone fundamental redevelopment. Like the sedan, the A6 Avant is also available as the limited edition 3.0 TDI competition with a bi-turbo TDI that delivers up to 255 kW (346 hp) in overboost mode.

Engine lineup

- 1.8 TFSI with 140 kW (190 hp)
- 1.8 TFSI ultra with 140 kW (190 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 185 kW (252 hp)
- 3.0 TFSI quattro with 245 kW (333 hp)
- 2.0 TDI ultra with 110 kW (150 hp)
- 2.0 TDI ultra with 140 kW (190 hp)
- 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI and 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)
- 3.0 TDI quattro with 235 kW (320 hp)
- 3.0 TDI competition quattro with 240 kW (326 hp)

Combined fuel consumption in l/100 km: 7.8 - 4.4 (*30.2 - 53.5 US mpg*)

Combined CO₂ emissions in g/km: 182 - 114 (*292.9 - 183.5 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

Depending on the engine, the A6 Avant drives off the assembly line with a six-speed manual, the seven-speed S tronic or the eight-speed tiptronic. As an alternative to the front-wheel drive version, quattro permanent all-wheel drive is also available for the six-cylinder engine, and a sport differential is available as an option.

Chassis

The aluminum chassis, electromechanical power steering and the Audi drive select dynamic drive system are all standard with the Audi A6 Avant. Options include adaptive air suspension and dynamic steering.

Equipment

High-end options include the head-up display, front seats with ventilation and massage function, and ambient lighting. The A6 Avant can be equipped with many different assistance and safety systems. Audi connect can also be ordered together with an extensive lineup of infotainment modules and services.

Audi A6 allroad quattro

The Audi A6 allroad quattro, which was also upgraded in 2014, keeps on going where the asphalt ends. Its body is positioned six centimeters (*2.4 in*) higher than in the A6 Avant. Stainless steel covers protect the underbody at the front and rear. The design has a rugged look to it, and some add-on parts are finished in a contrasting color. Audi also offers a full paint finish as an option. Modifications similar to those of the A6 Avant can be found at the front end, headlights, side sills, rear body, lighting and interior.

Five powerful and refined V6 engines are available for the A6 allroad quattro – one TFSI gasoline engine and four TDI units.

Engine lineup

- 3.0 TFSI quattro with 245 kW (333 hp)
- 3.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)
- 3.0 TDI quattro with 235 kW (320 hp)

Combined fuel consumption in l/100 km: 8.0 - 5.5 (*29.4 - 42.8 US mpg*)

Combined CO₂ emissions in g/km: 185 - 145 (*297.7 - 233.4 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

The top-of-the-line TDI works with an eight-speed tiptronic; the other engines are combined with a seven-speed S tronic. The adaptive air suspension is also standard: at the touch of a button it raises the vehicle body by 35 millimeters (*1.4 in*). At low speeds, the lift mode adds ten millimeters (*0.4 in*) to the ride height.

Audi A7 Sportback

Aesthetically athletic, emotion-packed design, sporty character and innovative technology: The Audi A7 Sportback was given a makeover in 2014 and unites the strengths of a coupe with those of a sedan and an Avant.

Design, body and interior

The large five-door model is an Audi in top form. Its low, dynamic roof line and the sharp cut-off at the rear lend it the character of a coupe. Among the exterior modifications, the changes to the Singleframe grille, bumpers, exhaust tailpipes and headlights are particularly eye-catching. LED technology is standard here. Matrix LED headlights, which light the road optimally without causing glare to other road users, are available as an option. Dynamic turn signals complete the image.

Much of the body of the Audi A7 Sportback consists of aluminum and high-tech steel grades. It is unusually lightweight and designed for maximum acoustic comfort. The cargo space under the long, power trunk lid has a base capacity of 535 liters (*18.9 cu ft*). When the rear seat backs are folded down it grows to 1,390 liters (*49.1 cu ft*).

Every detail of the elegant interior with its sophisticated materials documents the care with which Audi builds cars. The front seats can be equipped with optional ventilation and massage functions. The MMI user control system comes standard, and a head-up display is available as an option.

Drive system

Audi offers the A7 Sportback with a range of engines, many of which have been significantly redeveloped. The lineup comprises two gasoline engines and seven units. All of them except the 1.8 TFSI and 2.0 TFSI have six cylinders. The powerful, refined engines develop between 140 kW (190 hp) and 245 kW (333 hp) and appeal with their fuel efficiency. The 3.0 TDI ultra boasts a combined fuel consumption of just 4.5 liters per 100 kilometers (*52.3 US mpg*) on average – a CO₂ equivalent of 118 grams per kilometer (*189.9 g/mi*).

Engine lineup

- 1.8 TFSI with 140 kW (218 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 185 kW (252 hp)
- 3.0 TFSI quattro with 245 kW (333 hp)
- 3.0 TDI ultra with 140 kW (190 hp)
- 3.0 TDI ultra with 160 kW (218 hp)
- 3.0 TDI quattro with 140 kW (218 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)
- 3.0 TDI quattro with 235 kW (320 hp)
- 3.0 TDI competition quattro with 240 kW (326 hp)

Combined fuel consumption in l/100 km: 7.8 - 4.5 (30.2 - 52.3 US mpg)

Combined CO₂ emissions in g/km: 182 - 118 (292.9 - 189.9 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Seven of the nine engines are paired with a seven-speed S tronic; both top-of-the-line TDI engines have the eight-speed tiptronic. The quattro permanent all-wheel drive ensures superior traction, stability and dynamics. It can be complemented with an optional sport differential for the rear axle.

Chassis

The chassis, too, combines sporty precision and luxurious comfort.

The links are made of aluminum; the power steering uses a highly efficient electromechanical drive system. The Audi drive select dynamics system is standard and can be supplemented by the optional adaptive air suspension and dynamic steering.

Infotainment and assistance systems

On request Audi offers the top-of-the-range MMI navigation plus infotainment system with MMI touch, which already uses the second generation modular infotainment platform. The ideal complement is the Audi connect hardware module, which provides internet access and brings services on-board such as online media streaming and map updating. The range of audio modules extends up to the Bang & Olufsen Advanced Sound System, which delivers over 1,200 watts via 15 speakers.

State-of-the-art technology also comes in the form of the assistance systems – including adaptive cruise control with stop & go function, the further improved night vision assistant and the Audi pre sense safety system. Audi side assist and Audi active lane assist work closely together to make lane changes even safer.

Audi A7 Sportback 3.0 TDI competition

The limited-edition Audi A7 Sportback 3.0 TDI competition model recalls the successful launch of TDI technology in 1989. Its 3.0 TDI biturbo produces 240 kW (326 hp), and in overboost mode it can briefly output a peak power of 255 kW (346 hp). The sport suspension lowers the vehicle body by 20 millimeters (*0.8 in*). Located behind the 20-inch, two-tone wheels are brakes with red calipers. The interior is designed in black, and the list of standard equipment – including the S line sport package – is generous.

Audi A8 and A8 L

Excellent comfort, the highest quality workmanship, stringent lightweight design and a broad range of high-end technologies make the Audi A8 is the flagship of the Audi model range.

Design and body

The exterior design of the Audi A8 is sporty, flowing and highly expressive. The Audi A8 L is 13 centimeters (*5.1 in*) longer than the standard version in both wheelbase and overall length. As an option, Audi can supply the headlights in innovative Matrix LED technology. Each headlight unit has 25 small, individual LEDs which generate the high-beam light; they can be individually switched on or off and can be dimmed as necessary.

One great strength of the big sedan is its lightweight design. The Audi A8 3.0 TDI quattro with the normal wheelbase has a curb weight (without driver) of just 1,880 kg (*4,144.7 lb*). The body with its Audi Space Frame (ASF) design is made almost entirely of aluminum, weighing in at just 231 kg (*509.3 lb*), which is around 40 percent lighter than a comparable steel body.

Interior

Elegant lines and generous interior space stand out inside the Audi flagship. Audi offers numerous options for the front seats, including five modes of ventilation and massage. Two individual power-adjustable rear seats are available in the A8 and the A8 L. The top-of-the-line equipment in the sedan with the long wheelbase is the relaxation seat with a power fold-out footrest. Many other luxury features are available to choose from.

All interior parts were selected with the utmost care and exhibit uncompromisingly precise workmanship. Each and every detail expresses the hand-crafted character of the luxury sedan. Despite its many functionalities, the operating concept is a model of intuitive design. Audi can also install an optional head-up display.

Drive system

The TFSI and the two TDI engines that are available in the Audi A8 exhibit impressive power, smooth running and efficiency. With the 4.0 TFSI, the cylinder on demand (COD) system deactivates four cylinders when under partial load.

The 4.2 TDI engine delivers a mighty 850 Nm (626.9 lb-ft) of torque to the crankshaft.

Engine lineup

- 4.0 TFSI quattro COD with 320 kW (435 hp)
- 3.0 TDI quattro with 193 kW (262 hp)
- 3.0 TDI ultra quattro with 193 kW (262 hp)
- 4.2 TDI quattro with 283 kW (385 hp)

Audi A8

Combined fuel consumption in l/100 km: 9.3 - 5.7 (25.3 - 41.3 US mpg)

Combined CO₂ emissions in g/km: 214 - 149 (344.4 - 239.8 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi A8 L

Combined fuel consumption in l/100 km: 9.3 - 5.8 (25.3 - 40.6 US mpg)

Combined CO₂ emissions in g/km: 215 - 153 (346.0 - 246.2 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

All the engines are equipped with an eight-speed tiptronic that delivers fast and smooth gear shifts. The electronically controlled automatic transmission is paired with quattro permanent all-wheel drive. Audi can add the sport differential as an option; it comes as standard equipment with the 4.2 TDI.

Chassis

The sedan owes its sporty character in large part to the chassis. The standard Audi drive select system also incorporates the adaptive air suspension. Audi also offers the air suspension with sport tuning and dynamic steering as options.

Equipment

In the MMI navigation plus system, the MMI user interface with its large rotary/push-button control adds MMI touch. The Audi connect technology module with car phone connects the large sedan to the internet. Components such as the Bang & Olufsen Advanced Sound System and rear seat entertainment round out the infotainment range.

Driving is even more impressive with the optional assistance systems. The most important systems are adaptive cruise control with stop & go function, the Audi pre sense basic safety system, Audi side assist, Audi active lane assist, park assist and night vision assistant.

Audi A8 L W12

The Audi A8 L W12 is the pinnacle of the model series. Its naturally aspirated gasoline engine – extremely short and lightweight thanks to its W-shaped layout – produces 368 kW (500 hp) and 625 Nm (*461.0 lb-ft*) torque from its 6.3 liters of engine displacement. At low engine load, the specially developed cylinder on demand (COD) system is active.

The standard equipment on the top-of-the-line model – including the Matrix LED headlights, the individual rear seats and many other features – can satisfy even the most discerning requirements. Exclusive options include the Audi exclusive concept trim line with leather by the Italian custom handcrafting company Poltrona Frau.

Combined fuel consumption in l/100 km: 11.2 - 11.0 (*21.0 - 21.4 US mpg*)

Combined CO₂ emissions in g/km: 259 - 254 (*416.8 - 408.8 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

Audi A8 L Security

The Audi A8 L Security, the special security version of the A8 L, meets the stringent guidelines for non-military high-security sedans. Its passenger cell integrates extremely resilient materials such as hot-formed armored steel, aramid fabrics, special aluminum alloys and multi-plate glass. The sedan's standard and optional features perfect its security concept. The Audi A8 L Security is available with the 4.0 TFSI or the W12.

Audi Q3

The new Q3 is the premium Audi SUV in compact form. It is sporty, efficient and versatile – an urban vehicle that is equally at home on or off the road.

Design and body

The sporty design underscores the character of the Audi Q3. The low roof line and the flat D-pillars underscore the dynamics. Supplementing the design and sport trim lines are four packages with which customers can customize the exterior of their vehicles.

Xenon plus headlights are standard. The optional LED headlights are particularly bright and energy-efficient. Audi offers them in combination with the dynamic turn signals integrated into the redesigned LED tail lights.

The base version of the SUV has a curb weight (without driver) of just 1,385 kg (*3,053.4 lb*). The hood and tailgate are both made of aluminum. As is typical on Q models from Audi, the tailgate, which wraps around the pillars, integrates the undivided tail lights.

Interior

Inside, the Audi Q3 offers plenty of room, with high-quality workmanship and a clean ergonomic design that reinforce its premium status. The luggage compartment has a base capacity of 460 liters (*16.2 cu ft*), which can be increased to 1,365 liters (*48.2 cu ft*) by folding down the rear seat backs. Standard equipment includes an extending luggage compartment cover. Audi also offers an optional power tailgate.

Drive system

The engine lineup includes four TFSI and four TDI units producing between 88 kW (120 hp) and 162 kW (220 hp) of power. All of the engines are as powerful as they are efficient. As a 2.0 TDI ultra, the Q3 has a combined fuel consumption of merely 4.2 liters per 100 kilometers (*56.0 US mpg*) with emissions at 109 grams CO₂ pro kilometer (*175.4 g/mi*).

Engine lineup

- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 1.4 TFSI COD with 110 kW (150 hp)
- 2.0 TFSI quattro with 132 kW (180 hp)
- 2.0 TFSI quattro with 162 kW (220 hp)
- 2.0 TDI with 88 kW (120 hp)
- 2.0 TDI ultra with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 7.2 - 4.2 (32.7 - 56.0 US mpg)

Combined CO₂ emissions in g/km: 168 - 109 (270.4 - 175.4 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

The quattro permanent all-wheel drive system is available for many engines, either as an option or standard equipment. The Q3 is available with a manual transmission or a six-speed or seven-speed S tronic.

Chassis

The chassis of the Audi Q3 combines safe and agile handling. Its comprehensive fine-tuning has enhanced comfort even more. The Audi drive select system lets drivers modify key technology modules, including the optional active dampers, to suit their personal preferences. Hill descent assist is available as an option.

Equipment

Audi can install a panoramic glass sunroof or LED interior light package as an option. The range of driver assistance systems is diverse: Park assist autonomously steers the car into a parking space; Audi side assist uses radar to make changing lanes easier, and Audi active lane assist helps to keep the car in the driving lane. The top infotainment system is MMI navigation plus – which is a navigation system with a hard drive. The module Audi connect including car phone connects the Q3 to the internet.

Audi Q5

The Q5, the Audi SUV of the mid-class segment, combines sportiness with a variable interior for many different uses, and it offers many practical solutions for recreational and everyday use.

Body and interior

Coupe-like proportions characterize the appearance of the Audi Q5. The tailgate, made of aluminum, wraps around the body, and the roof line curves in a low arch. Optional front seat climate-control functions are offered. The 540-liter (*19.1 cu ft*) cargo area can be expanded to 1,560 liters (*55.1 cu ft*) by folding down the seats.

Drive system

The two TFSI and five TDI engines in the lineup are turbocharged units with direct injection and high torque.

Engine lineup

- 2.0 TFSI quattro with 132 kW (180 hp)
- 2.0 TFSI quattro with 169 kW (230 hp)
- 2.0 TDI ultra with 110 kW (150 hp)
- 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI quattro with 120 kW (163 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 190 kW (258 hp)

Combined fuel consumption in l/100 km: 7.5 - 4.8 (*31.4 - 49.0 US mpg*)

Combined CO₂ emissions in g/km: 172 - 126 (*276.8 - 202.8 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

Each version of the Q5 comes off the assembly line with a transmission customized for it – manual, seven-speed S tronic or eight-speed tiptronic. The entry-level diesel has standard front-wheel drive, and the 2.0 TDI 140 kW (190 hp) also has a version with front-wheel drive. quattro permanent all-wheel drive is standard equipment for all other engines.

Chassis

The chassis of the Audi Q5 is finely tuned, and the electromechanical power steering works with extreme efficiency. The driver can use the optional Audi drive select system to vary the engine's throttle response, steering characteristic and shift points of the automatic transmission. Two components that can be paired with this system are adaptive damper control and dynamic steering. The Q5 also does well on rough terrain: Stabilization Control (ESC) and the ABS system offer an offroad mode.

Equipment

The optional assistance package includes adaptive cruise control, Audi side assist and parking system plus. Topping the infotainment range are the Bang & Olufsen Sound System and MMI navigation plus. The infotainment module Audi connect with car phone is the perfect complement.

Audi Q7

Audi is setting new standards with the second generation of the Audi Q7. The large SUV is teeming with innovative solutions in all aspects of its technology – from its lightweight design, drive system and chassis to its infotainment and assistance systems. Its spacious interior is highly configurable and offers luxury-class levels of comfort.

Design and body

The new Audi Q7 has a confident road stance. The sculpted Singleframe grille dominates the front with the daytime running lights forming a distinctive double-arrow pattern in the headlight unit. The trunk lid with standard LED tail lights wraps around the solid, upright-standing D pillars. Inlays with the quattro logo in the door trim strips structure the lower part of the vehicle sides. The add-on parts embody a new concept of colors and materials.

The new Audi Q7 has shed as much as 325 kilograms (*716.5 lb*) compared with the previous model, depending on the engine. Thanks to Audi's strict adherence to the principle of lightweight design, the curb weight of the base version is kept under two metric tons (without driver). 71 kilograms (*156.5 lb*) was saved in just the body, which incorporates many aluminum parts in keeping with its innovative multiple-material construction principle.

Drive system

Two largely new V6 engines are available to power the large Audi SUV. The 3.0 TDI with 200 kW (272 hp) accelerates the five-seater Q7 from 0 to 100 km/h (*62.1 mph*) in just 6.3 seconds (6.5 seconds for the seven-seater), and the 3.0 TFSI with 245 kW (333 hp) accelerates the Q7 in 6.1 seconds (6.3 seconds for seven-seater). When equipped with a diesel engine and five seats, the car's combined fuel consumption is just 5.7 liters per 100 kilometers (*41.3 US mpg*) with emissions of 149 grams CO₂ per kilometer (*239.8 g/mi*) – 23 percent less than the previous model. Another engine now available for the first time in the Q7 ultra is a 3.0 TDI with 160 kW (218 hp). It has a combined fuel consumption of just 5.5 liters per 100 kilometers (*42.8 US mpg*) (144 grams CO₂ per kilometer [*231.7 g/mi*]). All of the engines are very smooth running.

Engine lineup

- 3.0 TFSI quattro with 245 kW (333 hp)
- 3.0 TDI ultra quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 200 kW (272 hp)

Combined fuel consumption in l/100 km: 8.3 - 5.5 (28.3 - 42.8 US mpg)

Combined CO₂ emissions in g/km: 193 - 144 (310.6 - 231.7 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

The new Audi Q7 TDI features a new, particularly efficient eight-speed tiptronic as standard. It transfers engine power to the quattro permanent all-wheel drive system.

Chassis

The handling of the large SUV is agile and at the same time comfortable. The electromechanical power steering and versatile Audi drive select system are standard. The vehicle can also be equipped with the optional adaptive air suspension with tilt angle display and new optional all-wheel steering system that can turn the rear wheels up to five degrees. The wheel suspension systems are also new from scratch. Compared with its predecessor, the chassis is over 100 kilograms (220.5 lb) lighter. The center of gravity of the Q7 has been lowered by 50 millimeters (2.0 in), primarily by installing the engine lower.

Interior and controls

Despite having slightly more compact outside dimensions than the previous model, the inside of the new Audi Q7 has actually increased in size – it is the biggest in its segment. The interior feels like a luxurious lounge; it is spacious and light.

A broad continuous air vent strip runs across the front of the cockpit in the passenger area. It ensures a very good interior climate with the optional 4-zone air conditioning system. Horizontal lines are emphasized by many of the sophisticated two-part inlays. At night, optional very fine light conductors trace the contours with light. All colors and materials are carefully coordinated. Optional leather packages and a design selection can make the interior even more exclusive.

Three versions of the front seats are available; they offer numerous options up to the customized contour seat with heating, massage and air conditioning functions. Another option is the Audi virtual cockpit – the TFT display with a 12.3-inch diagonal shows high-resolution graphics and allows switching between different views. It is supplemented by a head-up display.

The backrests of the rear bench in the second row of seats fold down in the ratio of 35:30:35. The optional rear bench seat plus lets users individually adjust the seats up to 110 mm (*4.3 in*) longitudinally, so as to accommodate three child seats. On request, Audi offers a third row of seats, which is electrically foldable as a standard feature and whose two individual seats are EU-certified as group III child seats. In the five-seater model the basic configuration of the luggage compartment boasts a volume of 890 liters (*31.4 cu ft*), and this can be increased up to 2,075 liters (*73.3 cu ft*). A power tailgate is standard, and gesture control is available as an option in conjunction with the convenience key.

Assistance systems

The new Audi Q7 offers the widest range of assistance systems of any production car in the world. The predictive efficiency assistant helps the driver save fuel, while adaptive cruise control with traffic jam assist takes over the chore of steering in slow-moving traffic. In addition, the collision avoidance assist supports the driver in critical evasive maneuvers. The turn assist detects oncoming vehicles when making a left turn and automatically applies the brakes in case of danger. The portfolio of innovations includes the exit warning and trailer assistant, in addition to the cross-traffic assist.

Infotainment

The Audi Q7 offers the very latest evolutionary stage of MMI technology with the optional MMI all-in-touch. The driver and front passenger can input characters on the large glass surface, and they can zoom and scroll using multi-finger gestures. After each input, the finger gets touch feedback. The whole MMI control logic is similar to that of a smartphone, including the intelligent free text search function. The voice control system recognizes inputs made using everyday language, such as: “Where can I refuel?”

The top-of-the-range infotainment system in the Q7, MMI navigation plus, uses the second generation modular infotainment module with its outstanding computing power. Its Wi-Fi hotspot connects the passengers' mobile devices to the internet, while the LTE module brings the online services of Audi connect on board. The Audi smartphone interface integrates cell phones with iOS or Android operating system into the infotainment environment.

For hi-fi connoisseurs, two optional sound systems are available: one from Bose and one from Bang & Olufsen with up to 1,920 watts of output power and new 3D sound. Up to two Audi tablets can be snapped into place on the backs of the front seats; they serve as a versatile Rear Seat Entertainment system – another pioneering connectivity solution from Audi.

Audi Q7 e-tron 3.0 TDI quattro

With the Audi Q7 e-tron quattro, Audi presents the world's first plug-in hybrid model with a six-cylinder TDI engine and quattro drive. The SUV sets standards thanks to 275 kW (373 hp) of system power and 700 Nm (516.3 lb-ft) of system torque. It sprints from 0 to 100 km/h (62.1 mph) in 6.2 seconds and consumes not more than a best-in-segment 1.8 liters of fuel per 100 kilometers (130.7 US mpg) in the New European Driving Cycle (NEDC). The SUV covers up to 56 kilometers (34.8 mi) on electricity alone in the NEDC.

The 3.0 TDI, a highly efficient, latest-generation V6 diesel engine, delivers 190 kW (258 hp) of power and 600 Nm (442.5 lb-ft) of torque. The electric motor produces 94 kW of power and 350 Nm (258.1 lb-ft) of torque. Together with a decoupler, it is integrated into the eight-speed tiptronic.

The high-voltage battery in the Audi Q7 e-tron quattro is installed beneath the luggage compartment so that it barely affects the space for luggage. It provides 17.3 kWh of energy at a rated voltage of 308 Volts. Thanks to the new multi-phase charging technology, full charging takes only around two-and-a-half hours on a 7.2 kW industrial outlet, or around eight hours on a household outlet depending on the capacity of the charging infrastructure.

Audi offers its customers a partnership with the utility company LichtBlick SE, whose electricity is generated with 100 percent renewable energies. If the customer opts for "Audi Energy," his or her entire household will be supplied with environmentally friendly electricity.

The headlights of the Audi Q7 e-tron are three-dimensional, with their light signature appearing as a double arrow. LED light guides in the air inlets generate a new, characteristic e-tron signature of staggered lines that underscore the horizontals.

Popular optional equipment items from the basic model are already standard in the Q7 e-tron quattro for the German market. They include LED headlights, MMI navigation plus with MMI all-in-touch and the Audi virtual cockpit are among the features included. In Germany, the standard items also include a charging cable for public charging stations and a charging cable that not only features power connections for domestic and industrial sockets, but also contains a graphic display. The standard thermal management system with integrated heat pump has been specially developed for the plug-in- hybrids of the Q7 family. Audi is the first manufacturer in the world to market this technology. This represents another benchmark achieved by the Four Rings brand in terms of electric range, interior comfort and climate control efficiency.

Combined fuel consumption in l/100 km: 1.9 - 1.8 (123.8 - 130.7 US mpg)

Combined electrical consumption in kWh/100 km: 19.0 - 18.1

Combined CO₂ emissions in g/km: 50 - 48 (80.5 - 77.2 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi TT

The third generation of the iconic Audi TT arrived on the market in 2014, and it continues to fascinate with the driving dynamics of a sports car. Its operating concept centered around its digital cockpit sets new standards of excellence.

Design and body

The coupe is 4.18 meters (*13.7 ft*) long with a wheelbase of 2.51 meters (*8.2 ft*), and it has short overhangs. Audi designers reinterpreted the lines of the original TT of 1998 and added dynamic facets to the design. Audi offers optional headlights with LED technology or Matrix LED technology. The latter uses small individual LEDs that can be controlled to produce the high beam. Dynamic turn signals are another feature of the lighting system. The headlights are designed with a pattern of divider bars that emit the daytime driving lights. The tail lights also contain continually illuminated bars of light.

The body of the TT represents a new evolutionary stage of the Audi Space Frame (ASF). The occupant cell plus all the components of the outer shell and attached parts are made of aluminum. The TT 1.8 TFSI with a manual transmission sets the new benchmark for low weight at just 1,210 kg (*2,667.6 lb*) (without driver). With the S line exterior package, it attains a low Cd figure of 0.29.

Drive system

Audi is offering the new generation TT with three turbocharged direct-injection engines. The TT 2.0 TDI ultra with 135 kW (184 hp) and 380 Nm (*280.3 lb-ft*) of torque needs only 4.2 liters of fuel per 100 kilometers (*56.0 US mpg*). This corresponds to CO₂ emissions of 110 grams per km (*177.0 g/mi*) – a new best-in-segment figure. Then there are the 2.0 TFSI with 169 kW (230 hp) and 370 Nm (*272.9 lb-ft*) of torque and the new entry-level 1.8 TFSI engine with 132 kW (180 hp) and 250 Nm (*184.4 lb-ft*) of torque.

Engine lineup

- 1.8 TFSI with 132 kW (180 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 169 kW (230 hp)
- 2.0 TDI ultra with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.6 - 4.2 (35.6 - 56.0 US mpg)

Combined CO₂ emissions in g/km: 153 - 110 (246.2 - 177.0 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

The gasoline engines may be paired with an optional seven-speed S tronic and a new evolutionary stage of the quattro permanent all-wheel drive system. The hydraulic multi-plate clutch is configured for maximum energy efficiency, and the electronic control system elevates stability and driving pleasure to a new level: When the car is driven in a sporty way, the system literally presses the TT into a curve and allows controlled drifts on wet road surfaces.

Chassis

Management of the clutch is incorporated into the Audi drive select system that is available as an option. This system lets the driver control the operation of key technology modules in different modes. These modules include the adaptive damper control system Audi magnetic ride.

Other suspension highlights include progressive steering, four-link rear suspension and electronic stabilization control (ESC). ESC functions include torque vectoring, which is activated in fast cornering – it optimizes handling as necessary by means of very slight brake interventions on the unloaded wheels at the inside of a curve.

Interior and controls

The interior of the new Audi TT has light, sporty styling. Viewed from above, the instrument panel resembles an airplane wing. The round air vents, a classic feature of the TT, incorporate all of the controls for the air conditioning system. The newly developed lightweight sport seats are mounted low. The luggage compartment of the 2+2 seater has a capacity of 305 to 712 liters (10.8 to 25.1 cu ft).

In the user interface concept, which is entirely focused on the driver, the Audi virtual cockpit replaces both the analog instrument cluster and the MMI monitor. The driver can toggle the 12.3-inch display between two different viewing modes. In the classic view, the speedometer and tachometer take center stage. In Infotainment mode, more space is given to aspects such as the navigation map.

The physical buttons of the MMI monitor have been limited to six in number. The top-of-the-range version also incorporates the MMI smart touchwheel – the round rotary touchpad in the top of the rotary/push-button control. The menu structure was inspired by a smartphone and includes a free-text MMI search function. The voice control system understands a large number of expressions from everyday speech.

Assistance systems and infotainment

The lineup of driver assistance systems for the new TT extends from Audi side assist to Audi active lane assist and traffic sign recognition and park assist with display of the surroundings and a rearview camera.

At the top of the infotainment lineup is MMI navigation plus, the second generation high-performance modular infotainment platform. The supplementary Audi connect module uses high-speed LTE technology to bring the brand's online services into the car, including the new online media streaming. The Bang & Olufsen Sound System utilizes a newly developed algorithm to reproduce audio signals with an even greater sense of space and precision.

Audi TT Roadster

The new Audi TT Roadster stands for purism in its most attractive form. The compact open-top two-seater is compelling in all aspects of its design, drive system, chassis and operation. The lightweight fabric top rounds off the car's powerful appeal in perfect style.

Convertible top

In common with all of Audi's convertibles, the new TT Roadster has a cloth top. Its flat, sleek line creates a perfect harmony with the sporty design, and customers can choose from three colors.

At 39 kilograms (*86.0 lb*) the soft top is very light, and it does not compromise the 280-liter (*9.9 cu ft*) luggage compartment. The standard electric drive system lowers or raises it in around 10 seconds, even while driving at speeds up to around 50 km/h (*31.1 mph*). The soft top has a taut fit, and thanks to its excellent sound insulation it earns the name “acoustic top.”

Audi can install a power extending mesh wind deflector and headroom heating for the S sport seats. The leather seat covers, another option, contain a special pigment that prevents their surfaces from heating up too much in the sun.

Body and design

The body of the new Audi TT Roadster, which has specially strengthened sills and A-pillars, is very light thanks to an intelligent mixed material construction approach that features a large share of aluminum. With the 1.8 TFSI, the open-top sports car has a curb weight (without driver) of just 1,300 kilograms (*2,866.0 lb*). In the event of a rollover accident, a pair of fixed-mount steel rollover bars is there to protect the occupants – another characteristic feature of the TT.

The design of the 4.18-meter (*13.7 ft*) long two-seater references many themes of the classic original model of the year 1999 while introducing some new, more angular facets. Take the headlights, for example. Available in optional LED or Matrix LED technology, they are technical and aesthetic masterpieces.

Drive system

Three four-cylinder engines are available for the new TT Roadster: the 1.8 TFSI, 2.0 TFSI and 2.0 TDI. The Audi TT 2.0 TDI ultra sets the benchmark in its class with an NEDC fuel consumption of just 4.3 liters per 100 kilometers (*54.7 US mpg*) with CO₂ emissions of 114 grams per kilometer (*183.5 g/mi*).

Engine lineup

- 1.8 TFSI with 132 kW (180 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 169 kW (230 hp)
- 2.0 TDI ultra with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.9 - 4.3 (*34.1 - 54.7 US mpg*)

Combined CO₂ emissions in g/km: 158 - 114 (*254.3 - 183.5 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

The 2.0 TDI comes off the production line with manual transmission and front-wheel drive. The 1.8 TFSI is available on request with a seven-speed S tronic and quattro all-wheel drive which has been redeveloped to give it more sporty properties.

Chassis

The TT Roadster brings together sophisticated solutions such as progressive steering and a four-link rear suspension. The torque vectoring system rounds off the work of the quattro drive system. The Audi drive select vehicle dynamics system and the Audi magnetic ride damper control system are available as options.

Interior and equipment

The interior of the two-seater convertible is elegant, and it features new lean and lightweight sport seats. The ergonomic interior design focuses fully on the needs of the driver. The controls of the standard air conditioning system are integrated into the air vents, and the analog instrument cluster and MMI monitor are replaced by the digital Audi virtual cockpit. The MMI terminal is limited to six buttons, and its menu structure follows an easy-to-understand logic. In combination with MMI navigation plus, the rotary/push-button control is equipped with a touchpad. Voice control via seat belt microphone and the multifunction steering wheel take operating comfort to an even higher level.

Complementing the top-of-the-range navigation system, MMI navigation plus, is the Audi connect module, which uses the high-speed LTE standard to connect the new Audi TT Roadster to the internet. The Bang & Olufsen Sound System is the top model in the audio lineup.

Audi R8

No other production car with the four rings is as powerful, fast or distinctive. The high-performance R8 sports car is designed for maximum dynamics in all technical areas. In the sports car world, the Audi R8 is right among the leaders in terms of its driving performance. The R8 Coupe V10 accelerates from 0 to 100 km/h (*0 to 62.1 mph*) in a mere 3.2 seconds and keeps going to its maximum speed of 330 km/h (*205.1 mph*).

Design and body

The Audi R8 Coupe is 4.42 meters (*14.5 ft*) long and 1.94 meters (*6.4 ft*) wide. With its cabin placed far forward, a long back and 2.65-meter (*8.7 ft*) wheelbase, the proportions make the technology concept of the mid-engine sports car plain to see at a glance. Characteristic design features are the sharp lines and edges as well as the two-part sideblade, which is interrupted by the continuous shoulder line and tenses the sides.

Large air inlets with vertical fins and LED headlights flank the wide, low-profile Singleframe grille that has a strong sculpted look. As an option, Audi can deliver LED headlights with laser spots that double the range of the high-beam headlights. This option also includes dynamic turn signals in front; they are standard in the LED tail lights. The look at the rear is defined by the diffuser, the ventilation screen of the engine compartment and – in the V10 plus – a CFRP fixed wing.

In the top model, the R8 V10 plus, the unladen weight (without driver) is only 1,555 kg (*3,428.2 lb*), and the dry weight is a low 1,454 kg (*3,205.5 lb*). Playing a decisive role in this systematic lightweight design concept is the Audi Space Frame (ASF), which weighs just 200 kilograms (*440.9 lb*) thanks to a new type of multimaterial construction. It comprises 79 percent aluminum and 13 percent carbon-fiber reinforced polymer (CFRP) and was designed according to the Audi motto “The right material in the right amount at the right place.”

Drive system

The engine of the Audi high-performance sports car is available in two versions – with 397 kW (540 hp) in the R8 V10 and 449 kW (610 hp) in the R8 V10 plus. Their maximum engine torque – 540 Nm (*398.3 lb-ft*) and 560 Nm (*413.0 lb-ft*), respectively – is available at 6,500 revolutions per minute for both engines.

The response of the high-revving (up 8,700 rpm), naturally aspirated 5.2-liter engine is particularly spontaneous. Like a racing car engine, the V10 unit has dry sump lubrication. Its characteristic sound is very distinctive, and on request Audi will install a sports exhaust system for an even fuller sound.

At the same time, the V10 engine employs effective efficiency technologies. They include the COD (cylinder on demand) system, which shuts off one row of cylinders under low load conditions. Another is dual injection, which injects the fuel into the combustion chambers and induction manifold according to demand. When drivers take their foot off the accelerator pedal at speeds over 55 km/h (34.2 mph), the R8 Coupe goes into a coasting mode. When the car comes to a stop, a start-stop system deactivates the V10 engine.

Engine lineup

- 5.2 FSI quattro with 397 kW (540 hp)
- 5.2 FSI quattro with 449 kW (610 hp)

Combined fuel consumption in l/100 km: 12.3 - 11.4 (19.1 - 20.6 US mpg)

Combined CO₂ emissions in g/km: 287 - 272 (461.9 - 437.7 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Positioned behind the engine is a seven-speed S tronic that executes lightning-fast gear shifts by electrical control (by-wire). The dual-clutch transmission directs the power to the quattro drive system with an electrohydraulically activated multi-plate clutch at the front axle. It has active water cooling for maximum performance. The clutch distributes drive torque fully variably according to the driving situation – up to 100 percent can be directed to either the front or rear wheels.

Chassis

The motorsport DNA of the Audi R8 Coupe also expresses itself in the chassis area with its aluminum double wishbone suspensions. The V10 is tuned especially for sporty driving. For both engines, electrically controlled shock absorbers (Audi magnetic ride) are available on request. The electromechanical power steering system gives drivers finely differentiated road feedback.

Alternatively, Audi will install dynamic steering. Besides integrating the quattro drive system, the Audi drive select system also integrates other systems into its four basic modes: the accelerator pedal, steering, S tronic, damper control (optional), dynamic steering (optional) and the flaps of the exhaust system. The dry, wet and snow performance modes also influence the Electronic Stabilization Control (ESC).

Interior and controls

In the interior too, the lightweight design concept of the Audi R8 is expressed in taut lines. The defining element is the arch-shaped “monoposto” that wraps around the cockpit. The instrument panel appears to float weightlessly, and filigree-shaped controls for the automatic air conditioner are arranged along its lower edge. Behind the seats is a cargo space with 226 liters (*8.0 cu ft*) of capacity, which supplements the 112 liter (*4.0 cu ft*) luggage compartment at the front of the car.

As in a racing car, drivers can operate all important functions without having to take their hands off the steering wheel or look away from the road. The R8 sport leather steering wheel with multifunction plus, which is standard on the R8 V10, integrates two satellite buttons: for starting and stopping the engine and for Audi drive select. The R8 performance leather steering wheel with four control satellites offers one additional push-button with a rotary switch for the performance mode and another for controlling the exhaust system.

The Audi virtual cockpit – a TFT monitor with a 12.3-inch screen – presents all information in intricately rendered, high-resolution graphics. The driver can choose between three views. In the performance view, the rev counter is centrally located, and other indicators and gages are arranged around it – for torque, power, oil temperature, tire temperature, g-forces and lap times on the race track, for example.

Equipment

The Audi R8 Coupe also comes with a generous set of standard equipment. One highlight is MMI navigation plus with MMI touch. The driver controls the system from the steering wheel, the MMI terminal on the console of the center tunnel or by voice commands. Audi connect is the perfect component to complement MMI navigation plus. It brings the R8 online via the high-performance LTE standard. The sound system from Bang & Olufsen and the Audi phone box round out the infotainment lineup.

S models

High power, understated, with ample features and a high degree of everyday practicality – all of these strengths come together in the Audi S models. Each model applies its power to the road with quattro permanent all-wheel drive.

Audi S1 and S1 Sportback

The S1 and the S1 Sportback are the most compact S models from Audi. A package of complex technologies imbues them with special dynamics – without detracting from their everyday practicality.

Propulsive power comes from a 2.0 TFSI that produces 170 kW (231 hp) and up to 370 Nm (*272.9 lb-ft*) of torque. It accelerates the three-door S1 from 0 to 100 km/h (62.1 mph) in 5.8 seconds and the S1 Sportback in 5.9 seconds. The top speed for each is 250 km/h (155.3 mph). The three-door model's two-liter turbocharged engine, with its sporty and sonorous sound, has a combined fuel consumption of just 7.0 liters of fuel per 100 km (*33.6 US mpg*) and a CO₂ emission of 162 grams per kilometer (*260.7 g/mi*).

A six-speed manual transmission transfers engine power to the quattro permanent all-wheel drive system. At its heart is a hydraulic multi-plate clutch that is mounted on the rear axle. Torque vectoring completes its work with finely metered brake interventions at the wheels at the inside of a curve.

The chassis of the compact sport models have been thoroughly revised, and the electromechanical power steering has been specially developed. The pivot bearings on the front suspension have been modified, and a four-link rear suspension guarantees dynamic handling. The setup is sporty and stiff; the adjustable dampers are controlled via the standard Audi drive select dynamic handling system. Powerful brakes ensure superior braking performance; 17-inch wheels are standard.

Audi S1

Combined fuel consumption in l/100 km: 7.2 - 7.0 (*32.7 - 33.6 US mpg*)

Combined CO₂ emissions in g/km: 166 - 162 (*267.2 - 260.7 g/mi*)

Audi S1 Sportback

Combined fuel consumption in l/100 km: 7.3 - 7.1 (32.2 - 33.1 US mpg)

Combined CO₂ emissions in g/km: 168 - 166 (270.4 - 267.2 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi S3, S3 Sportback, S3 Sedan and S3 Cabriolet

The Audi S3, S3 Sportback, S3 Sedan and S3 Cabriolet offer superior performance and high efficiency. Their 2.0 TFSI engine produces 221 kW (300 hp) and 380 Nm (280.3 lb-ft) of torque. The high-performance four-cylinder unit combines cutting-edge technologies – dual injection into the combustion chambers and into the induction manifold, integration of the exhaust manifold in the cylinder head, the Audi valve lift system and a rotary valve module for the thermal management system.

In interaction with the optional six-speed S tronic (standard in the cabriolet), the sprint from 0 to 100 km/h (62.1 mph) takes just 4.8 seconds in the Audi S3, 4.9 seconds in both the Sportback and sedan and 5.4 seconds in the cabriolet. With a manual transmission (not available in the cabriolet), sprint times increase by four-tenths of a second. The (pre-set) top speed is attained at 250 km/h (155.3 mph).

The sonorous-sounding four-cylinder turbocharged engine in the Audi S3, in the S3 Sportback and in the S3 Sedan (each with S tronic) gives the models a combined fuel consumption of just 6.9 liters of fuel per 100 kilometers (34.1 US mpg) and CO₂ emissions of 159 grams per kilometer (255.9 g/mi). With a manual transmission, the figure is 7.1 liters (33.1 US mpg) and CO₂ emissions of 164 grams per kilometer (263.9 g/mi), and in the cabriolet 7.2 liters (32.7 US mpg) with CO₂ emissions of 165 g per kilometer (265.5 g/mi). A newly developed multi-plate clutch in the quattro drivetrain manages the flow of power to the front and rear wheels.

A key factor in the dynamic performance of the premium compact model is its lightweight design. The Audi S3 has a curb weight (without driver) of just 1,405 kilograms (3097.5 lb) – by far a best figure in its market segment.

The S3 Cabriolet has a lightweight cloth top with an electrohydraulic drive. It opens or closes even while driving at speeds up to 50 km/h (31.07 mph). An active rollover system protects passengers in the event of an accident.

The S sport suspension lowers the vehicle body by 25 millimeters (1.0 in). Large brakes are mounted behind the 18-inch wheels. Electronic Stabilization Control (ESC) intervenes with very fine response. The new power-assisted progressive steering varies the steering ratio. It is somewhat more indirect around the center position and very direct when steering sharply. Audi drive select is standard, with Audi magnetic ride available as an option.

Audi S1

Combined fuel consumption in l/100 km: 7.1 - 6.9 (33.1 - 34.1 US mpg)

Combined CO₂ emissions in g/km: 164 - 159 (263.9 - 255.9 g/mi)

Audi A3 Sportback

Combined fuel consumption in l/100 km: 7.1 - 6.9 (33.1 - 34.1 US mpg)

Combined CO₂ emissions in g/km: 164 - 159 (263.9 - 255.9 g/mi)

Audi S3 Sedan

Combined fuel consumption in l/100 km: 7.1 - 6.9 (33.1 - 34.1 US mpg)

Combined CO₂ emissions in g/km: 164 - 159 (263.9 - 255.9 g/mi)

Audi S3 Cabriolet

Combined fuel consumption in l/100 km: 7.2 - 7.1 (32.7 - 33.1 US mpg);

Combined CO₂ emissions in g/km: 165 - 164 (265.5 - 263.9 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi S4

The new top model in the A4 series leads the competition – with an intelligent lightweight design, powerful engine and a comprehensive package of the latest technologies. The centerpiece is a newly developed V6 engine with direct fuel injection, high-efficiency turbocharger technology, a new combustion process and innovative thermal management. The engine outperforms its predecessor in power and torque with significantly lower fuel consumption and weight.

The 3.0 TFSI engine delivers 260 kW (354 hp) of power with 500 Nm (368.8 lb-ft) of torque. The power unfolds harmoniously and continuously over the entire rev range of 1,300 to 4,500 rpm for a confident driving feel. The new turbocharger technology allows a very spontaneous and direct response with a very early peak torque. The engine accordingly accelerates the new Audi S4 from 0 to 100 km/h (62.1 mph) in an impressive 4.7 seconds, with the electronic limiter kicking in at 250 km/h (155.3 mph).

The advantage of the newly developed engine lies, in addition to the significantly greater driving dynamics and high power reserves, particularly in its high efficiency, especially with a sporty driving style: An essential component is the new combustion process with the injectors centrally located in the combustion chamber. The process reduces fuel consumption not only in the lower and medium engine load and speed ranges, but also noticeably in the full-load range. Other measures for increasing efficiency are the integrated exhaust manifold, friction reductions, the better utilization of thermal potentials and the very compact and weight-reducing design. In the NEDC cycle the S4 sedan makes do with less than 7.4 liters of fuel per 100 kilometers (31.8 US mpg), with only 170 grams of CO₂ emitted per kilometer (273.6 g/mi).

The new eight-speed tiptronic operates with high efficiency and shifts fast, comfortably and spontaneously. When the traffic situation permits, it switches to freewheel and saves fuel. The power of the 3.0 TFSI engine grabs hold of the road through the quattro permanent all-wheel drive – as with any Audi S model.

In conjunction with the new chassis, the TFSI V6 engine with tiptronic quattro in the S4 provides for sporty handling. The five-link suspension at the front and rear axles separate the longitudinal and lateral forces precisely from each other, ensuring optimum handling in all driving situations. The engineers designed both – like the electromechanical power steering – to be weight-optimized. Optionally available is the dynamic steering, which varies its gear ratio with the vehicle speed. The level of the standard S sports suspension is 23 millimeters lower than the basic model. The same trim position applies to the optional chassis with active damping control. The new S4 runs on 18-inch aluminum wheels.

The technical innovations in the interior include the optional Audi virtual cockpit. The fully digital instrument cluster provides all important information as detailed graphics on its high-resolution 12.3-inch screen. The driver can choose between three views – one of them is an exclusive sport screen that moves the tachometer to the center.

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

The aforementioned fuel consumption and emission values are provisional.

Audi S5 Sportback, S5 Coupe and S5 Cabriolet

The 3.0 TFSI with 245 kW (333 hp) and 440 Nm (324.5 lb-ft) is used in the S5 model series. The S5 Coupe sprints from a standstill to 100 km/h (62.1 mph) in 4.9 seconds. Its combined fuel consumption is just 7.7 liters per 100 kilometers (30.5 US mpg) with CO₂ emissions of 179 grams per kilometer (288.1 g/mile). Key figures for the Audi S5 Sportback are 7.7 liters per 100 kilometers (30.5 US mpg), 179 grams CO₂ per kilometer (288.1 g/mi) and 5.1 seconds; for the Audi S5 Cabriolet they are 7.9 liters (29.8 US mpg), 184 grams per kilometer (296.1 g/mi) and 5.4 seconds.

A seven-speed S tronic and quattro permanent all-wheel drive is standard with all three S models. The quattro driving experience can be further enhanced with the optional sport differential. The stiff tuning of the S sport suspension is achieved by electronic damper control and dynamic steering. Both of these optional systems may be integrated in the optional Audi drive select. The S5 models ride on 18-inch aluminum wheels.

Audi S5 Sportback:

Combined fuel consumption in l/100 km: 7.9 - 7.7 (29.8 - 30.5 US mpg)

Combined CO₂ emissions in g/km: 184 - 179 (296.1 - 288.1 g/mi)

Audi S5 Coupe

Combined fuel consumption in l/100 km: 7.9 - 7.7 (29.8 - 30.5 US mpg)

Combined CO₂ emissions in g/km: 184 - 179 (296.1 - 288.1 g/mi)

Audi S5 Cabriolet

Combined fuel consumption in l/100 km: 8.1 - 7.9 (29.0 - 29.8 US mpg)

Combined CO₂ emissions in g/km: 189 - 184 (304.2 - 296.1 US mpg)

(Figures vary depending on engine/transmission/wheels/tires)

Audi S6 and Audi S6 Avant

The Audi S6 and the S6 Avant, which were both redesigned in 2014, are sports cars for everyday driving. Their V8 biturbo engine, the 4.0 TFSI, delivers 331 kW (450 hp) of power and generates 550 Nm (405.7 lb-ft) of torque, enabling both models to sprint from 0 to 100 km/h (62.1 mph) in 4.6 seconds. The power passes via a seven-speed S tronic to the quattro permanent all-wheel drive system. Audi also complements quattro with the optional sport differential.

Combined fuel consumption for the sedan is only 9.2 liters per 100 kilometers (25.6 US mpg) with emissions of 214 grams CO₂ per kilometer (344.4 g/mi). Figures for the Avant are 9.4 liters per 100 kilometers (25.0 US mpg) with emissions of 219 grams CO₂ per kilometer (352.4 g/mi). Also contributing to this efficiency is the cylinder on demand (COD) system, which deactivates four cylinders when under partial load. During these phases, Active Noise Control (ANC) largely eliminates intrusive noise by outputting precise counterphase soundwaves to the cabin through the sound system's speakers. At the same time, active engine bearings use counterpulses to attenuate low-frequency vibrations.

Both S models come standard with adaptive air suspension sport. The taut air suspension with variable damping lowers the body by 10 millimeters (0.4 in). The front disk brakes behind the 19-inch wheels have matt black calipers with S6 logos. Audi offers carbon fiber-ceramic disks as an option. The Audi drive select dynamics system also incorporates the optional sport differential and dynamic steering.

Audi S6

Combined fuel consumption in l/100 km: 9.4 - 9.2 (25.0 - 25.6 US mpg)

Combined CO₂ emissions in g/km: 218 - 214 (350.8 - 344.4 g/mi)

Audi S6 Avant

Combined fuel consumption in l/100 km: 9.6 - 9.4 (24.5 - 25.0 US mpg)

Combined CO₂ emissions in g/km: 224 - 219 (360.5 - 352.4 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi S7 Sportback

The same engine used in the S6 and S6 Avant – the 4.0 TFSI with 331 kW (450 hp) and 550 Nm (405.7 lb-ft) of torque – is also used in the Audi S7 Sportback. This unit accelerates the five-door coupe from 0 to 100 km/h (62.1 mph) in 4.6 seconds. The V8 biturbo engine, which uses cylinder on demand (COD) technology including the Active Noise Cancellation (ANC) system and active engine bearings when under partial load, has a combined fuel consumption of just 9.3 liters per 100 kilometers (25.3 US mpg) with emissions of 215 grams CO₂ per kilometer (346.0 g/mi).

Power transmission in the S7 Sportback is provided by the seven-speed S tronic and quattro permanent all-wheel drive; Audi can also install an optional sport differential. The adaptive air suspension sport and the Audi drive select dynamics system are standard features. The wheels are 19-inch.

Dynamic steering and sports exhaust for enhancing engine noise are available as options.

Combined fuel consumption in l/100 km: 9.5 - 9.3 (24.8 - 25.3 US mpg)

Combined CO₂ emissions in g/km: 220 - 215 (354.1 - 346.0 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi S8 and S8 plus

382 kW (520 hp) – that's the power of the S8, the big sports sedan from Audi. Its resonant 4.0 TFSI accelerates the sedan from 0 to 100 km/h (*62.1 mph*) in just 4.1 seconds. Its combined fuel consumption is just 9.4 liters per 100 kilometers (*25.0 US mpg*), with an emission of 216 grams CO₂ per kilometer (*347.6 g/mi*). Here the COD (cylinder on demand) system plays a major role. Active Noise Cancellation (ANC) sends precise phase-cancellation noise into the interior over the sound system's speakers to compensate for noise generated in the cabin when running on four cylinders.

An eight-speed tiptronic distributes the power of the V8 engine to a quattro drivetrain with a sport differential. Among the chassis highlights are the adaptive sport air suspension and dynamic steering – both with S8-specific tuning. The standard wheels are size 9 J x 20. An alternative to the powerful steel brake disks are disks made of carbon fiber and ceramic.

Many exterior design details express the special positioning of the S8. The sporty top-of-the-line model, which is only available with the standard wheelbase, comes with very generous standard equipment.

With the new S8 plus, Audi breaks the 600 hp limit in the luxury class sedan segment. The new plus model produces 445 kW (605 hp) and delivers 700 Nm (*516.3 lb-ft*) to the crankshaft. Overboost temporarily increases the latter to as much as 750 Nm (*553.2 lb-ft*). The large sports sedan sprints from 0 to 100 km/h (*62.1 mph*) in 3.8 seconds. The electronically governed top speed of 250 km/h (*155.3 mph*) can be optionally increased to 305 km/h (*189.5 mph*).

Audi S8

Combined fuel consumption in l/100 km: 9.6 - 9.4 (*24.5 - 25.0 US mpg*)

Combined CO₂ emissions in g/km: 220 - 216 (*354.1 - 347.6 g/mi*)

Audi S8 plus

Combined fuel consumption in l/100 km: 10.0 (*23.5 US mpg*)

Combined CO₂ emissions in g/km: 231 (*371.8 US mpg*)

(Figures vary depending on engine/transmission/wheels/tires)

Audi SQ5 TDI and SQ5 TFSI

The SQ5 TDI is the first S model from Audi to be equipped with a diesel engine; it also fulfills the EU6 emissions standard. The 3.0 TDI, boosted by two turbochargers, delivers 240 kW (326 hp) in the Audi SQ5 TDI competition, and its torque curve plateaus at 650 Nm (*479.4 lb-ft*) over a broad range of engine speeds. A sound actuator in the exhaust system gives the V6 biturbo a deep, sonorous sound. The Audi SQ5 TDI competition needs just 5.1 seconds for the sprint from 0 to 100 km/h (*62.1 mph*) and has a top speed of 250 km/h (*155.3 mph*). It sips just 6.6 liters of fuel per 100 kilometers (*35.6 US mpg*), and its CO₂ emissions are 174 grams per kilometer (*280.0 g/mi*). A fast and smooth-shifting eight-speed tiptronic and quattro permanent all-wheel drive deliver its power to the road. The taut S sport suspension lowers the body 30 millimeters (*1.2 in*). The wheels measure 20 inches in diameter.

In the new Audi SQ5 TDI plus, the biturbo V6 TDI generates 250 kW (340 hp) of power from its three liters of displacement through increased injection pressure, higher boost pressure, and modifications in the engine management system. The result is 10 kW/14 hp more power compared with the SQ5 TDI. Its peak torque is increased by 50 (*36.9 lb-ft*) to 700 Nm (*516.3 lb-ft*). The standard black gloss package now includes the exterior mirror housing, the door handles, the roof edge spoiler and the diffuser. Each pair of the four tailpipes of the exhaust system is joined together by a clasp.

For markets such as the USA, Russia and China, the SQ5 is equipped with a more powerful 3.0 TFSI engine which produces 260 kW (354 hp) and 470 Nm (*346.7 lb-ft*) of torque. The sprint from 0 to 100 km/h (*62.1 mph*) takes 5.3 seconds. The combined fuel consumption of the Audi SQ5 3.0 TFSI is 8.5 liters per 100 kilometers (*27.7 US mpg*) with CO₂ emissions of 199 grams per kilometer (*320.3 g/mi*).

Audi SQ5 TDI competition

Combined fuel consumption in l/100 km: 6.6 (*35.6 US mpg*)

Combined CO₂ emissions in g/km: 174 (*280.0 g/mi*)

Audi SQ5 TDI plus

Combined fuel consumption in l/100 km: 6.7 - 6.6 (35.1 - 35.6 US mpg)

Combined CO₂ emissions in g/km: 177 - 174 (284.9 - 280.0 US mpg)

(Figures vary depending on engine/transmission/wheels/tires)

Audi TTS and Audi TTS Roadster

The new TTS Coupe and TTS Roadster top the TT model range. Their 2.0 TFSI engines produce 221 kW (300 hp) and 380 Nm (280.3 lb-ft) of torque. The coupe accelerates from stationary to 100 km/h (62.1 mph) in 4.9 seconds, and on to a top speed of 250 km/h (155.3 mph). With the optional S tronic transmission the figure drops to 4.6 seconds. The figures for the Roadster are 5.2 seconds and 4.9 seconds (with manual transmission and S tronic respectively).

In the NEDC cycle, the sonorous four-cylinder engine in the coupe has a fuel consumption of just 7.1 liters per 100 kilometers (33.1 US mpg) and CO₂ emissions of 164 grams per kilometer (263.9 g/mi). With the S tronic the figures are 6.7 liters per 100 kilometers (35.1 US mpg) and 155 grams of CO₂ per kilometer (249.4 g/mi). The figures for the Roadster (manual/S tronic) are 7.3/6.9 liters per 100 kilometers (32.2/34.1 US mpg) and 169/159 grams CO₂ per kilometer (272.0/255.9 g/mi). Playing a major role in this concerto of efficiency are highly-effective technologies from Audi – indirect fuel injection as a supplement to FSI injection, the Audi valve lift system for the exhaust valves, and thermal management with integration of the exhaust manifold in the cylinder head.

The vehicle's low weight also makes a contribution towards reducing fuel consumption. The TTS Coupe weighs in at a curb weight of just 1,365 kg (3,009.3 lb) – a figure that is largely attributable to the use of ultra high-strength steel and aluminum in the body. The Roadster has a curb weight of just 1,450 kilograms (3,196.7 lb).

Both TTS models transfer their power to the road via quattro permanent all-wheel drive. The wheels are 18 inches in diameter, and the Audi drive select dynamic handling system is standard equipment. Progressive steering varies the steering gear ratio according to the steering wheel input, and torque vectoring complements the work of the quattro drive system at cornering performance limits. The body sits ten millimeters (*0.4 in*) lower, and the adaptive electronic damping system Audi magnetic ride is standard equipment. New, very lightweight aluminum fixed caliper brakes with large disks are used on the front wheels.

The all-digital Audi virtual cockpit is standard. With a resolution of 1,440 x 540 pixels, the 12.3" TFT screen boasts brilliantly sharp images. As well as the classic view and "Infotainment" mode, the TTS models also have a third, sporty mode. Here, the centrally positioned rev counter dominates the display.

Audi TTS Coupé

Combined fuel consumption in l/100 km: 7.3 - 6.7 (*32.2 - 35.1 US mpg*)

Combined CO₂ emissions in g/km: 168 - 155 (*270.4 - 249.4 g/mi*)

Audi TTS Roadster

Combined fuel consumption in l/100 km: 7.5 - 6.9 (*31.4 - 34.1 US mpg*)

Combined CO₂ emissions in g/km: 173 - 159 (*278.4 - 255.9 g/mi*)

(Figures vary depending on engine/transmission/wheels/tires)

RS models

quattro GmbH presents the RS models as high-performance automobiles under the label of Audi Sport. quattro all-wheel drive is also standard in these cars. The lineup comprises the RS 3 Sportback, the RS Q3 and the RS 6 Avant and RS 7 Sportback models.

Audi RS 3 Sportback

A husky, throaty sound, exhilaratingly free-revving and brawny power – the five-cylinder engines from Audi are legendary. The engine of the RS 3 Sportback is the multiple award-winning 2.5 TFSI that produces 270 kW (367 hp) and 465 Nm (343.0 lb-ft) of torque. The turbocharged engine accelerates the compact five-door from 0 to 100 km/h (62.1 mph) in 4.3 seconds, and top speed can be increased to 280 km/h (174.0 mph) upon request. In the NEDC, it consumes just 8.1 liters of fuel per 100 kilometer (29.0 US mpg), with CO₂ emissions of 189 grams per kilometer (304.2 g/mi). The 2.5-liter engine has been voted “International Engine of the Year” in its class for five consecutive years since 2010.

A quick-shifting seven-speed S tronic directs the power of the 2.5 TFSI to the quattro permanent all-wheel drive. The quattro system features torque vectoring based on intelligent software, and it is systematically designed for maximum driving enjoyment. The new Audi RS 3 Sportback steers directly into curves; its power distribution can be varied from balanced/neutral to significantly rear biased, depending on the mode selected in the Audi drive select handling system.

Compared with the Audi A3 Sportback, the body is 25 millimeters (1.0 in) lower. The pivot bearings of the front axle, progressive steering, RS-specific sport suspension and optional Audi magnetic ride adaptive damper control have been designed specifically for the RS.

Combined fuel consumption in l/100 km: 8.3 - 8.1 (28.3 - 29.0 US mpg)

Combined CO₂ emissions in g/km: 194 - 189 (312.2 - 304.2 US mpg)

(Figures vary depending on engine/transmission/wheels/tires)

Audi RS 6 Avant

The Audi RS 6 Avant, a high-performance sports car for everyday and recreational activities, stands for groundbreaking performance. Its 4.0 TFSI produces 412 kW (560 hp) and 700 Nm (516.3 *lb-ft*) of torque. It accelerates from 0 to 100 km/h (62.1 *mph*) in 3.9 seconds. On request the top speed can be extended up to 305 km/h (189.5 *mph*). In the combined cycle, however, the V8 biturbo consumes just 9.6 liters of fuel per 100 kilometers (24.5 *US mpg*), corresponding to 223 grams CO₂ per kilometer (358.9 *g/mi*). A key factor in this efficiency is the cylinder-on-demand (COD) system, which can temporarily shut down four cylinders during partial load operation. Active engine bearings compensate for the vibrations that occur in these phases, to ensure continued smooth engine operation.

The power of the eight-cylinder engine is transferred via a sport-tuned, eight-speed tiptronic to the quattro permanent all-wheel drive system, which utilizes a self-locking center differential and distributes the torque asymmetrically and dynamically. Audi can also deliver an optional rear sport differential.

Standard equipment of the high-performance Avant, which rides on 20-inch wheels, includes RS adaptive air suspension. The dynamically tuned air suspension with controlled damping lowers the body by 20 millimeters (0.8 *in*) and can be adjusted by the Audi drive select system. Audi offers the more tautly tuned RS sport suspension plus with Dynamic Ride Control (DRC) as an alternative. Other options include dynamic steering and carbon fiber-ceramic disks.

With increased performance and outstanding efficiency, the new RS 6 Avant performance is top of the model line. Its 4.0 TFSI engine with 445 kW (605 hp) and – thanks to the overboost feature – up to 750 Nm (553.2 *lb-ft*) of torque push acceleration nearly to levels usually reserved for supercars. In just 3.7 seconds, it sprints from 0 to 100 km/h – an improvement of 0.2 seconds compared with the RS 6 basic model. While Audi limits the top speed to 250 km/h (155.3 *mph*) by default, dynamic package plus makes up to 305 km/h (189.5 *mph*) possible. Fuel consumption remains unchanged at 9.6 per 100 kilometers (24.5 *US mpg*), corresponding to 223 CO₂ per kilometer (358.9 *g/mi*). A best value in the segment.

Diverse design details reinforce the preeminent position of the new high-performance model. They include the air inlet duct with quattro logo as well as distinctive add-on parts with a titanium matt look.

Audi RS 6 Avant

Combined fuel consumption in l/100 km: 9.6 (24.5 US mpg);

Combined CO₂ emissions in g/km: 223 (358.9 g/mi)

Audi RS 6 Avant performance

Combined fuel consumption in l/100 km: 9.6 (24.5 US mpg);

Combined CO₂ emissions in g/km: 223 (358.9 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi RS 7 Sportback

The RS 7 Sportback represents dynamism in its most powerful form – the five-door coupe combines a great many impressive strengths to create a fascinating character. Its powerful 4.0 TFSI produced 412 kW (560 hp) and 700 Nm (516.3 lb-ft) of torque. The sprint from zero to 100 km/h (62.1 mph) takes 3.9 seconds. An option raises the top speed to 305 km/h (189.5 mph). Despite this supreme level of performance, the Audi RS 7 Sportback has a combined fuel consumption of just 9.5 liters of fuel per 100 kilometers (24.8 US mpg) and emits 221 grams CO₂ per kilometer (355.7 g/mi) – due in part to the cylinder on demand (COD) system.

Power is transmitted via an eight-speed tiptronic and quattro permanent all-wheel drive, which can also be supplemented by a sport differential at the rear axle. The Audi drive select system, 20-inch wheels and RS adaptive air suspension are all standard equipment. Optional 21-inch wheels, the RS sport suspension plus with Dynamic Ride Control (DRC) and carbon fiber-ceramic brakes are available as alternatives.

The new RS 7 Sportback performance offers an increase in power. Its 4.0 TFSI engine generates 33 kW (45 hp) more power than the RS 7 basic model. Thanks to the overboost feature, the driver can retrieve a short-term torque of up to 750 Nm (553.2 lb-ft). The sprint from 0 to 100 km/h (62.1 mph) takes only 3.7 seconds. While Audi limits the top speed to 250 km/h (155.3 mph) by default, dynamic package plus makes up to 305 km/h (189.5 mph) possible. Fuel consumption remains unchanged at 9.5 liters per 100 kilometers (24.8 US mpg), corresponding to 221 grams CO₂ per kilometer (355.7 g/mi).

Numerous design details reinforce the preeminent position of the new performance model. Besides the air inlet duct with quattro logo and distinctive add-on parts with a titanium matt look, they include the exclusive Ascari blue metallic paintwork as well as a color-coordinated design package for the interior.

Audi RS 7 Sportback

Combined fuel consumption in l/100 km: 9.5 (24.8 US mpg)

Combined CO₂ emissions in g/km: 221 (355.7 g/mi)

Audi RS 7 Sportback performance

Combined fuel consumption in l/100 km: 9.5 (24.8 US mpg)

Combined CO₂ emissions in g/km: 221 (355.7 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)

Audi RS Q3

The RS Q3 is the high-performance model from Audi in the compact SUV segment. Its turbocharged 2.5-liter five-cylinder engine delivers 250 kW (340 hp) and 450 Nm (331.9 lb-ft) of torque. It thus accelerates from 0 to 100 km/h (62.1 mph) in 4.8 seconds on its way to an electronically preset top speed of 250 km/h (155.3 mph). Its combined fuel consumption is 8.4 liters per 100 kilometers (28.0 US mpg) – for a CO₂ equivalent of 198 grams per kilometer (318.7 g/mi). An RS exhaust system with a switchable flap adds even more volume to the unmistakable sound of the 2.5 TFSI engine. Since 2010, an international jury of journalists has repeatedly chosen this engine as the “International Engine of the Year” in its class – a total of six times in a row.

The seven-speed S tronic, which directs the torque to a quattro drivetrain with a hydraulic multi-plate clutch, provides lightning-fast shifting with practically no interruption of tractive force. The lower gears are closely spaced for sporty response while the seventh gear is long to save fuel. The Audi drive select dynamic handling system is standard. The RS Q3 runs on standard 19-inch wheels or optionally on 20-inch wheels. Audi can also equip the RS sport suspension with optional adaptive dampers.

Combined fuel consumption in l/100 km: 8.6 - 8.4 (27.4 - 28.0 US mpg)

Combined CO2 emissions in g/km: 203 - 198 (326.7 - 318.7 g/mi)

(Figures vary depending on engine/transmission/wheels/tires)