



**Product and Technology Communications**

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## **Stronger than ever: new Audi TT RS Coupé and new Audi TT RS Roadster**

- **Impressive: new aluminum five-cylinder engine with 294 kW (400 hp)**
- **Available for the first time in a series-production Audi: OLED rear lights**
- **Controls like a racing car: numerous functions on the RS sport steering wheel**

**Ingolstadt/Beijing, April 25, 2016 – The sound: inimitable five-cylinder.**

**The performance: tremendous at 294 kW (400 hp). The traction: inexhaustible thanks to quattro drive. As the sporty spearhead of the TT series, the new TT RS\* is to be marketed under the Audi Sport label. At the Beijing Motor Show, Audi is presenting its Coupé and its Roadster for the first time to the world's public.**

“The new aluminum five-cylinder engine delivers 400 hp, which is 60 hp more than its predecessor,” says Dr.-Ing. Stefan Knirsch, Audi Board Member for Technical Development. “Together with the quattro drive, it ensures sporty driving pleasure with maximum traction. Audi uses Matrix OLED technology in the rear lights for the first time.”

### **Impressive performance: the new five-cylinder engine**

A jury of international motor journalists has voted the 2.5 TFSI “Engine of the Year” six times in a row. Now Audi has further developed the five-cylinder engine in all areas – with lightweight construction measures, reduced internal friction and increased power delivery. As a result, the turbo engine gains a good 17 percent increase in performance at an unchanged capacity of 2,480 cc. At 294 kW (400 hp), it is more powerful than ever before. The maximum torque of 480 Nm (*354.0 lb-ft*) is available between 1,700 and 5,850 rpm. It ensures fantastic pulling power, which accompanies the unmistakable sound. Cylinders positioned directly beside each other and far away from each other fire in alternation. This brings with it a very special rhythm. The TT RS Coupé accelerates from 0 to 100 km/h (*0 to 62.1 mph*) in 3.7 seconds, the Roadster in 3.9 seconds – this corresponds to the level of a supercar. Audi regulates the top speed at 250 km/h (*155.3 mph*), or at 280 km/h (*173.9 mph*) upon request.

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



### **For the best traction and plenty of driving pleasure: the quattro drive**

The forces of the 2.5 TFSI engine flow via a seven-speed S tronic, which shifts at lightning speed, to the quattro permanent all-wheel drive. Its multi-plate clutch distributes the power freely between the axles. This provides strong grip and immense driving pleasure. The wheel-selective torque control makes handling even more agile and safe. Using the Audi drive select system, the driver can influence the quattro drive and other components such as the steering, S tronic, engine characteristic and exhaust flaps. The four modes available for this are comfort, auto, dynamic, and individual.

### **Pure dynamics: the chassis**

In addition to its light weight, the Audi TT RS has its sporty chassis to thank for its outstanding handling. The direct steering provides close contact with the road and makes it a pleasure to drive challenging winding stretches. At the front axle, ventilated and perforated steel discs are in action behind the 19-inch wheels – or 20-inch forged lightweight wheels as an option. Alternatively, lighter and particularly abrasion-resistant carbon-fiber ceramic discs are available. At the back, a steel monoblock disc is used. As an option, Audi supplies RS sport suspension plus adaptive dampers in magnetic ride technology. In this case, the damping characteristics can be influenced electronically. The control technology is integrated into the driving dynamics system known as Audi drive select.

### **New feature: Matrix OLED lights**

For the first time in a series-production Audi, Matrix OLED technology (organic light emitting diode) is used in the rear lights as an option. These emit an extremely homogeneous, high-contrast light. The light can be continuously dimmed, it does not cast any shadows and does not require any reflectors – this makes the OLEDs in 3D design efficient, light and visually impressive. Each rear light contains four wafer-thin units which become smaller from the inside out. The biggest bears the TT logo and the four Audi rings. The TT RS has LED rear lights and LED headlights as standard. Alternatively, the latter are available as intelligently controlled Matrix LED units.

### **Athletically streamlined: the exterior design**

Large air inlets, a Singleframe grille with a newly designed honeycomb grille and quattro logo, a fixed rear wing and two large, oval exhaust tailpipes – the new TT RS Coupé and the new TT RS Roadster exude concentrated power. Along the flanks, aerodynamically-shaped side sills emphasize the dynamic design. Both models measure 4.19 meters (13.9 ft) in length, 1.83 meters (6 ft) in width and 1.34 meters (4.5 ft) in height.



### **Inspired by racing cars: the cockpit**

Controls and display in the new TT RS are focused completely on the driver. All information is displayed as standard on the fully digital Audi virtual cockpit with 12.3-inch screen. The driver can choose from three views, including a special RS screen that highlights the rev counter and provides information on tire pressure, torque, and g-force, among other things. The Audi virtual cockpit also displays a shift light which informs the driver that the engine speed limit has been reached. For the first time in the RS portfolio, the RS sport leather steering wheel with shift paddles has two operating satellite buttons for turning the engine on and off as well as the driving dynamics system known as Audi drive select, in addition to multifunction buttons. This means that the driver's hands stay on the wheel at all times. The driver can influence the exhaust flap control via the sound button on the center console.

### **Best entertainment: infotainment and Audi connect**

Audi also offers a huge amount of high-end infotainment technology. The options include MMI navigation plus with MMI touch including free text search and natural voice control, as well as the Audi connect online module with Wi-Fi hotspot. Using Audi phone box, compatible cell phones can be charged inductively and paired with the onboard antennae for optimal reception. The new Audi smartphone interface technology displays selected apps from the cell phone directly in the Audi virtual cockpit. The Bang & Olufsen sound system is a highlight for fans of excellent acoustics.

The Coupé prices start at 66,400 euros, the Roadster is listed at 69,200 euros.

For further information, visit the Audi Media Center at [www.audi-mediacyber.com/en/beijing-2016](http://www.audi-mediacyber.com/en/beijing-2016).

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### **Fuel consumption of the models named here**

#### **Audi TT RS Coupé and Audi TT RS Roadster:**

These vehicles are not yet on sale. They do not yet have type approval and are therefore not subject to Directive 1999/94/EC.