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



Audi A1

With over 735,874 cars sold since the market launch in 2010, the Audi A1 and the A1 Sportback enjoy tremendous popularity. The compact model, upgraded in early 2015, packs all of the brand's virtues into its length of 3.97 meters (*13.0 ft*) – progressive design, uncompromising quality and high efficiency. Its range of powerful engines and agile chassis make the A1 – the three-door car of the model series – the sportiest in its segment. The design is distinctive and powerful. Audi optionally offers the roof line in a contrasting color. Attractive colors and chrome strips highlight the high-quality interior.

Drive system

Seven engines are available for selection – five TFSIs and two TDIs. 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 of CO₂ per kilometer (*156.1 g/mi*). The three-cylinder diesel, the 1.4 TDI 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 of CO₂ per kilometer (*151.3 g/mi*). And the 1.4 TFSI COD features 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 60 kW (82 hp)
- 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 (*215.7 – 151.3 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 apart from the entry-level gasoline version. On 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.

Suspension

The chassis too contributes to the sportiness. The electromechanical steering is extremely efficient; the amount of power assistance provided decreases as the vehicle's 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 characteristics of the engine, S tronic and the adjustable shock absorbers – equally available as an option – between the modes auto, efficiency and dynamic. 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 vent trim elements 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 little more headroom in the rear as well as a more comfortable entry. The second row can be equipped with a third seat at no extra cost. The five-door model has its own style also in the color scheme: 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.

Five 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 60 kW (82 hp) to 141 kW (192 hp). With the 1.4 TFSI COD, the cylinder on demand (COD) system deactivates two of the four cylinders when under partial load. 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 of CO₂ per kilometer (*156.1 g/mi*).

Engine lineup

- 1.0 TFSI ultra with 60 kW (82 hp)
- 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, apart from the basic gasoline version, and is standard with the top TFSI model. The chassis of the Audi A1 Sportback offers the same new features and options as the three-door model: electromechanical power steering, Audi drive select system (standard with the sport trim line) and the optional adjustable dampers.

Audi A3

The Audi A3 is a true success story, with various driver assistance systems and engines available to choose from. Even the innovative control and display concept of the Audi virtual cockpit can be ordered for the A3.

Driver assistance systems

With a vast range of driver assistance systems, the new Audi A3 raises the bar in the premium compact segment a bit higher. It makes town and country driving even safer, thanks to the further developed Audi active lane assist and Audi pre sense front, including predictive pedestrian protection.

Design and lightweight construction

The designers have given the new Audi A3 even sportier, more expressive lines. Its compact dimensions are virtually unchanged. The A3 measures 4,241 millimeters in length, 1,777 millimeters in width and 1,424 millimeters in height (13.9 ft x 5.8 ft x 4.7 ft). The long wheelbase of 2,602 millimeters (8.5 ft) and the short front overhang underscore the balanced, sporty proportions.

The headlights of the Audi A3 form a striking new picture with their jagged bottom edges. Xenon plus units are standard, with Audi optionally offering LED headlights and, for the first time, Matrix LED headlights as well.

A consistently lightweight design has brought the curb weight (without driver) of the new Audi A3 with 1.0 TFSI engine down to just 1,150 kilograms (2,535.3 lb) – the best value in its class. Its body is crash-resistant to a great extent and especially rigid. A sound-absorbing windshield is standard.

Controls and displays, infotainment and Audi connect

The interior offers the top quality typical of Audi. The newly designed three-spoke steering wheel can optionally be equipped with steering wheel heating. For more comfort on longer journeys, the new Audi A3 can be equipped with a driver's seat featuring a massage function.



The highlight of the new Audi A3 is the Audi virtual cockpit. The innovative operating concept is available for the first time in the compact class. The Audi virtual cockpit depicts the most important driving-relevant information in high resolution on a TFT screen with a 12.3-inch diagonal. The menu structure in the MMI system has been redesigned. Operation is intuitive and geared to smartphones.

The optionally available MMI navigation and MMI navigation plus with MMI touch in conjunction with the Audi connect module bring many online functions into the car. They are transmitted via the fast LTE standard. The flat rate data plan required for this is included, thanks to the new Audi connect SIM card being permanently installed in the vehicle. The customer receives this embedded SIM (e-SIM) card with the Audi connect equipment in many European markets. The SIM card also allows roaming in most European countries. Independently of the integrated Audi connect services, data packages for individual internet use via the Wi-Fi hotspot can also be booked.

Drive system

The engine lineup for the Audi A3 comprises six engines: three gasoline and three diesel units. Their power outputs range from 85 kW (116 hp) to 140 kW (190 hp), with all engines meeting the EU6 standard.

With the 1.0 TFSI, Audi offers a three-cylinder engine for the first time in the Audi A3 series. This compact engine provides 85 kW (116 hp) and delivers 200 Nm (*147.5 lb-ft*) of torque between 2,000 and 3,500 rpm. Its NEDC consumption rate is limited to 4.5 liters per 100 kilometers (*52.3 US mpg*) – a CO₂ emission level of 104 grams per kilometer (*167.4 g/mi*) for the manual transmission car. The new entry-level gasoline engine is efficient at no cost to driving pleasure. It accelerates the A3 from 0 to 100 km/h (*62.1 mph*) in 9.7 seconds, and presses forcefully ahead up to a top speed of 206 km/h (*128.0 mph*).

Engine lineup

- 1.0 TFSI with 85 kW (116 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 140 kW (190 hp)
- 1.6 TDI with 85 kW (116 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: 6.0 – 3.8 (*39.2 – 61.9 US mpg*);

Combined CO₂ emissions in g/km: 137 – 99 (*220.5 – 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, depending on the engine version, with a six-speed S tronic or seven-speed S tronic. The engine power goes to the front wheels by default. Among the gasoline-engined versions, quattro all-wheel drive is available for the 2.0 TFSI, and for the 2.0 TDI among the diesel-engined models.

Suspension

The chassis of the new Audi A3 has impressively balanced sporty tuning. The front axle is a McPherson construction with wishbones; the multi-link rear suspension absorbs the longitudinal and transverse forces separately. The models with 1.0 TFSI and 1.6 TDI are equipped with the lighter twist-beam rear axle. In the case of the optional sport suspension, the body sits 15 millimeters (*0.6 in*) lower, and with the S line sport suspension 25 millimeters (*1.0 in*) lower. The electromechanical power steering is highly efficient and very responsive. Audi optionally offers progressive steering, also electrically operated.

The new Audi A3 rides on 16-inch wheels as standard, or on 17-inch wheels as of the sport and design trim lines. The wide range of options includes new, attractive designs especially for the 17-inch models – with 19-inch wheels at the top of the line. The large wheels contain powerful brakes for a sporty, taut and finely dosed pedal feel.

Equipment

Audi is sending the A3 into the race with a generous range of equipment. The package of restraint systems, which comprises seven airbags and the integral headrest system, also includes a knee airbag for the driver and can be supplemented by side airbags in the rear. Isofix attachments for child seats in the rear, the adaptive brake light, tire pressure loss indicator and ESC stabilization control with electronic axle differential lock are further safety features.

Standard features include bi-xenon headlights with LED daytime running lights, outside mirrors with LED turn signals, the Audi MMI radio plus with a high-resolution 7-inch color display, manual air conditioning and the 60/40 split folding rear seat back. The acoustic windshield, electric window controls, height-adjustable front seats and the electromechanical parking brake complete the standard equipment.



For the A3, Audi offers a number of options, many of which originate directly from the full-size category. For the interior, these include the panoramic glass sunroof, dark-tinted rear windows, the convenience key, automatic air conditioning, the auxiliary heater, heated, folding and automatically dimming exterior mirrors, the storage and luggage compartment package, and the frameless, automatically dimming interior mirror with light and rain sensor. For the front seats there are lumbar supports, a heater and partially or fully electrical adjustment options.

The design and sport trim lines set new accents in the interior, in addition to the unique exterior and wheel designs.

Audi A3 Sportback

The Audi A3 Sportback offers sporty versatility at the highest level. It measures 4,313 millimeters (*14.2 ft*) in length, is 1,785 millimeters (*5.9 ft*) wide and 1,426 millimeters (*4.7 ft*) high. Its body is stretched, with a wheelbase that is 35 millimeters (*1.4 in*) longer than that of the three-door model.

In the rear, the new A3 Sportback offers ample head, elbow, knee and foot space. The luggage compartment capacity is 340 to 1,220 liters (*12.0 to 43.1 cu ft*). A swivel trailer hitch is optionally available, electrically unlocking at the press of a button.

The engine lineup includes a wide range of highly efficient TFSI and TDI units. Their engine displacements range from 1.0 to 2.0 liters and their power from 85 kW (116 hp) to 140 kW (190 hp). quattro permanent all-wheel drive is available in the new A3 Sportback starting at 110 kW (150 hp).

Engine lineup

- 1.0 TFSI with 85 kW (116 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp) 2.0 TFSI and 2.0 TFSI quattro with 140 kW (190 hp)
- 1.6 TDI with 85 kW (116 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: 6.0 – 3.8 (*39.2 – 61.9 US mpg*);

Combined CO₂ emissions in g/km: 137 – 99 (*220.5 – 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 is the first Audi model with a plug-in hybrid drive. It 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 NEDC standard, the fuel consumption of the Audi A3 Sportback e-tron with 16-inch tires is just 1.6 liters per 100 kilometers (*147.0 US mpg*) – that corresponds to CO₂ emissions of 36 grams per kilometer (*57.9 g/mi*). The flat-shaped lithium-ion battery providing 8.8 of kWh of energy is installed under the rear bench. The strictly electrical range extends up to 50 kilometers (*31.1 mi*); the TFSI adds a maximum of 890 kilometers (*553.0 mi*). From a 380-volt, three-phase electrical outlet, it takes a little more than two hours to charge the battery fully. A new function in the driver information system indicates whether the tailgate is open or closed.

A separating clutch controls the interplay between the combustion engine, electric motor and six-speed S tronic. The Audi A3 Sportback e-tron can travel at up to 130 km/h (*80.8 mph*) under electric power alone. In doing so, it combines both drives for optimal efficiency; it can also recuperate and coast. The range monitor shows the driver how far the car can still be driven under electric power alone.

Design

Elegant details visually attest the special status of the A3 Sportback e-tron. The Singleframe is in chrome, the radiator grill is matt black with eleven fine, horizontal chrome struts; in the area of the lower air inlets the plug-in hybrid model bears e-tron style chrome slats as well as LED daytime running lights, identifiable by horizontal segments as an e-tron-specific signature. Operating the remote key turns on the horizontal light guides in the optional LED and Matrix LED headlights from the bottom upwards. At the rear, the apron contains a platinum gray diffuser with two chrome-plated horizontal slats and two lateral reflectors; the tailpipe of the exhaust system is not visible. e-tron-badges adorn the Singleframe, the luggage compartment cover and the fenders.

The Audi connect e-tron services and the free Audi connect app enable drivers to remotely check the status of their car. In addition, the driver can remotely control the charging schedule and the stationary climate control.



On request, customers in Germany can convert the domestic power supply to the Audi A3 Sportback e-tron to Audi energy. This power comes 100 percent from hydroelectric power stations in Germany, Austria and Switzerland. With this form of energy, the plug-in hybrid model travels in electric mode both locally and globally with zero emissions.

The Audi A3 Sportback e-tron is the most stable car in its segment when it comes to value. That was the conclusion drawn by *Auto Bild* and the market research institute Schwacke in spring 2015. The plug-in hybrid model stands out with the best residual value forecast among compact cars, receiving the title “Value Champion of 2015”.

Fuel consumption according to ECE standard in l/100 km: 1.8 – 1.6 (*130.7 – 147.0 US mpg*)
Combined energy consumption in kWh/100 km: 12.0 – 11.4
Combined CO₂ emissions in g/km: 40 – 36 (*64.4 – 57.9 g/mi*)
(*Figures vary depending on wheels/tires*)

Audi A3 Sportback g-tron

Sustainable mobility of the future is what the Audi A3 Sportback g-tron is all about: 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 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 Audi 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 operation, its range with natural gas fuel is over 400 km (*248.5 mi*) in the NEDC cycle. With gasoline, the driving range is an additional 900 km (*559.2 mi*).

Switching from one operating mode to the other happens automatically without the driver having to intervene. The instrument cluster separately displays the residual ranges in both modes.

The Audi A3 Sportback g-tron is equipped with a six-speed manual transmission or a seven-speed S tronic off the production line. With S tronic it consumes only 3.3 kilograms of natural gas or Audi e-gas per 100 kilometers in the NEDC cycle, corresponding to an emission of 89 grams of CO₂ per kilometer (*143.2 g/mi*). Audi e-gas is a sustainable fuel produced by the brand with the four rings in the world’s largest power-to-gas plant in Werlte, in Germany’s Emsland region. The synthetic methane is produced here from CO₂ and water with the help of green electricity. In operating with e-gas, the five-door premium compact is practically CO₂ neutral. Customers can refuel using an e-gas card, which also serves as an accounting tool.



The power-to-gas technology stores wind and solar energy in large amounts, bringing forward the energy revolution. Audi e-gas and the A3 Sportback g-tron thus offer a particularly environmentally friendly form of long-distance mobility. The manufacture of Audi e-gas utilizes just as much CO₂ as is released when the Audi A3 Sportback g-tron is driven using CNG. The reference principle is simple and corresponds to the distribution of green electricity: Audi registers the amounts of gas which the customer pays with the fuel card, and ensures that exactly this amount of Audi e-gas is fed into the German natural gas grid.

CNG consumption in kg/100 kilometers: 3.6 – 3.3

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 wheels/tires)

Audi A3 Sedan

The 4,458 mm *(14.6 ft)* long Audi A3 Sedan is the sporty notchback model in the world's largest market segment: compact four-door cars. The exterior design combines the classic three-box concept with the dynamism of a Coupé.

The interior of the sporty four-door features a light and clean design. 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. The optional trailer hitch swivels and electrically unlocks at the press of a button. Equipped with the 1.0 TFSI engine, the Sedan has a curb weight of just 1,185 kg *(2,612.5 lb)*.

Audi delivers the A3 Sedan with powerful and highly efficient TFSI and TDI engines; their power ranges from 81 kW (110 hp) to 140 kW (190 hp). The quattro permanent all-wheel drive is available in the new A3 Sedan in engine versions from a displacement of 2.0 liters.

Engine lineup

- 1.0 TFSI with 85 kW (116 hp) 1.4 TFSI COD ultra with 110 kW (150 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 140 kW (190 hp)
- 1.6 TDI with 85 kW (116 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: 5.9 – 3.7 *(39.9 – 63.6 US mpg);*

Combined CO₂ emissions in g/km: 136 – 98 *(218.9 – 157.7 g/mi)*

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



The new Audi A3 Sedan offers the same drivetrain and chassis technologies as the Audi A3. The same is true for the interior design, driver assistance systems, infotainment and connectivity.

Audi A3 Cabriolet

Sporty, elegant proportions and a low weight are key characteristics of the Audi A3 Cabriolet. Like every Audi convertible, it has a lightweight cloth top. An acoustic top with very effective noise insulation is available as an option. The standard hood is black; the acoustic hood is also available in gray and garnet red as well as with headlining in rock gray.

Its electrohydraulic drive raises or lowers the hood even at speeds up to 50 km/h (*31.1 mph*). When the soft top is down, it rests in a tray. An active rollover protection system protects occupants in the event of a rollover.

Another feature of the A3 Cabriolet is a semi-electrically operated seat, which makes seat adjustment significantly easier for the driver.

Audi can deliver the A3 Cabriolet with one of six engines: three TFSI engines and three TDI units. Their power outputs range from 81 kW (110 hp) to 140 kW (190 hp). quattro permanent all-wheel drive can be selected with the 2.0 TFSI and the two 2.0 TDI engines.

Engine lineup

- 1.4 TFSI with 85 kW (116 hp)
- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 140 kW (190 hp)
- 1.6 TDI with 85 kW (116 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: 6.3 – 4.2 (*37.3 – 56.0 US mpg*);

Combined CO₂ emissions in g/km: 144 – 110 (*231.7 – 177.0 g/mi*)

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

The Audi A3 Cabriolet utilizes the same drivetrain and chassis technologies as the Audi A3. Audi also offers numerous options for driver assistance systems, infotainment, connectivity and interior design.

Other comfortable options for open-top driving are headroom heating and leather upholstery, whose special color pigmentation inhibits heating by the sun. Folding 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 vehicle 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 grill is broad and flat. The optional headlights with LED or Audi Matrix LED technology with dynamic turn signals 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 as much as 110 kilograms (*242.5 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, the MMI navigation plus with MMI touch and 8.3-inch monitor. It can be used to zoom in and out as well as 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 and five TDI engines make up the engine line for the new Audi A4. Their power output has increased considerably and is now between 90 kW (122 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 ultra needs only 3.7 liters of diesel per 100 kilometers (*63.6 US mpg*) which equates to CO₂ emissions of 95 grams per kilometer (*152.9 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 with 90 kW (122 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 and 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: 6.7 – 3.7 (*35.1 – 63.6 US mpg*)

Combined CO₂ emissions in g/km: 153 – 95 (*246.6 – 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.

Suspension

The new Audi A4 makes a great stride in drivability: on the one hand sportiness, on the other hand great comfort. This leap forward in performance is based on the newly developed five-link suspension 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 ratio depending on the speed and steering angle. Suspension systems with damper control are also available, allowing the driver to choose between two trim positions for the first time – one with an emphasis on sportiness, the other oriented towards comfort. Both suspension variants are incorporated into the Audi drive select driving dynamics system, which is standard with engines from 190 hp.



Assistance systems 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 Audi active lane assist helps the driver to stay in the lane and the Stop&Go adaptive cruise control including traffic jam assist reduces the driver's work in slow-moving traffic. A special feature of traffic jam assist is its control strategy. It acquires many different parameters, such as road 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, cross traffic assist rear, exit warning system, collision avoidance assist and turn assist as well as the Audi pre sense systems. 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, keyless engine starting, 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 luggage compartment of the Audi A4 Avant offers 505 liters (*17.8 cu ft*) of space, which is 15 liters (*0.5 cu ft*) more than its predecessor. 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 are the power luggage compartment lid and power luggage compartment 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 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 with 90 kW (122 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 and 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)

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, allowing it to enjoy a special position in its segment. Thanks to the standard quattro drive and the greater ground clearance, the car also keeps on driving with ease even where the paved road ends.

34 millimeters *(1.3 in)* greater ground clearance compared with the A4 Avant and a strong, characteristic look are the identifying features of the new A4 allroad quattro. It features a distinct V-shaped front end with a unique bumper and model-specific air inlets. Vertical chrome slats adorn its sculpted Singleframe grill; 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.

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: 6.7 – 4.9 *(35.1 – 48.0 US mpg)*

Combined CO₂ emissions in g/km: 154 – 127 *(247.8 – 204.4 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. It includes Xenon headlights, keyless engine starting, power luggage compartment lid, Bluetooth interface, Audi drive select (from 140 kW) and a 7-inch MMI color display.

Audi A5 Coupé.

The new generation of the A5 Coupé is athletic, sporty and elegant. Its design goes hand in hand with sophisticated aerodynamics. Under the skin, the A5 impresses with an all-new chassis, powerful engines, as well as innovative infotainment features and driver assistance systems.

Design and body

The new Audi A5 Coupé sports a fresh, modern and honed look. It is nevertheless true to its DNA with the sporty and elegant character being passed down to the new generation. An example is the now three-dimensional shoulder line in the form of a wave, already prominent in the preceding model. The precise, sweeping line with pronounced bulges over the wheel arches emphasizes all four wheels – a hint at the quattro all-wheel drive.

The balanced proportions with a long engine hood, the stretched wheelbase and short overhangs underscore the sportiness of the new A5 Coupé. The sculpted Singleframe grill is significantly flatter and wider than in the previous model. The LED rear lights and optional LED or Matrix LED headlights with dynamic turn signals make high-end technology visible even after dark.

The Audi A5 Coupé is significantly more efficient than its predecessor. This is due in large part to a reduction in weight as well as sophisticated aerodynamics. The engineers were able to trim the curb weight by up to 60 kilograms (*132.3 lb*). The body is the lightest in the competitive field thanks to an intelligent mix of materials and lightweight design. With a C_d value of 0.25, the A5 Coupé is the front runner in its segment when it comes to aerodynamics.



Interior

The interior benefits from the increased dimensions and longer wheelbase. The luggage compartment offers a volume of 465 liters (*16.4 cu ft*), 10 liters (*0.4 cu ft*) more than with the previous model. Space for driver and passengers is more generous. The ambient lighting with 30 selectable colors creates a fitting mood for the interior. The new A5 Coupé is also at the head of its class in aeroacoustics. The acoustic comfort is almost identical to that of the full-size category.

Drive system

The new Audi A5 Coupé will launch with a selection of five engines: two TFSI and three TDI units. Their power outputs have increased considerably and are now between 140 kW (190 hp) and 200 kW (272 hp). Compared with the previous model, they offer up to 17 percent more performance while consuming as much as 22 percent less fuel. All the engines combine high efficiency with sporty power development and smooth running – especially the two 3.0 TDI six-cylinder engines.

Engine lineup

- 2.0 TFSI with 140 kW (190 hp)
- 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI ultra with 140 kW (190 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 200 kW (272 hp)

Combined fuel consumption in l/100 km: 6.7 – 4.1 (*35.1 – 57.4 US mpg*)

Combined CO₂ emissions in g/km: 153 – 106 (*246.2 – 170.6 g/mi*)

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

A manual six-speed gearbox and the seven-speed S tronic are used with the four-cylinder engines as well as for the 160 kW (218 hp) 3.0 TDI with front or all-wheel drive. The eight-speed tiptronic is reserved for the top diesel with 200 kW (272 hp). The engine comes with quattro all-wheel drive as a standard feature. Audi also offers the optional rear-axle sport differential for this model, for even more dynamic driving and precision.

The new quattro with ultra technology is also available for the first time. At the moment it can be combined with the four-cylinder TFSI and TDI engines with manual transmission. Optimized for efficiency, the drive system does not exhibit any perceptible differences from permanent systems in terms of traction and driving dynamics.



Suspension

The entirely newly developed chassis in the Audi A5 Coupé offers the driver optimal comfort and a simultaneously high level of agility. The A5 thus handles narrow, winding mountain roads and long trips on the freeway with equal aplomb. Audi offers a suspension with damper control as an option. It is integrated into the Audi drive select dynamic handling system, so that the driver can set the basic characteristics in several stages.

The electromechanical power steering is also a new development from Audi. It adapts to the vehicle's current speed and provides highly precise road feedback. Optionally available is the dynamic steering, which varies its ratio depending on the speed and steering angle.

Infotainment and Audi connect

The A5 Coupé is now available for the first time with the optional Audi virtual cockpit, a 12.3-inch TFT display with a resolution of 1,440 x 540 pixels. Together with the MMI navigation plus including an 8.3-inch monitor on the center console, it forms the central information unit. The focal point of the MMI terminal is the round rotary/push-button control. Its surface is home to the touch-sensitive touchpad.

The whole MMI control logic is similar to that of a smartphone, including the intelligent free-text search function. The new voice control system can recognize input made using everyday language, such as: "I want to call Peter". Customers choosing MMI navigation plus also get the hardware module Audi connect and the new Audi connect SIM, a SIM card permanently installed in the car. The new Audi A5 Coupé uses this to connect to the internet via the fast LTE network. Use of the versatile Audi connect services is free of charge for three years, both in Germany and in most European countries. The respective national provider is selected automatically as needed.

Independently of the integrated Audi connect services, customers can also book additional data packages and individually use the internet via the Wi-Fi hotspot. This allows all passengers to surf the web and send/receive email with up to eight mobile devices at attractive rates.

The A5 can also be equipped with the optional Audi connect safety & service package. It offers automatic emergency calling in case of an accident, online breakdown calls and Audi service requests, among other features. This adds remote functions like locking and unlocking the car, checking where the car is parked and calling up the vehicle status. These functions are used with the MMI connect app via smartphone, smartwatch or from your TV in conjunction with Apple TV Generation 4.



With the Audi smartphone interface, Apple Car Play and Android Auto bring the familiar smartphone environment into the car, if desired. The optional Audi phone box with wireless charging in the center armrest uses near-field coupling to link smartphones wirelessly to the vehicle's antenna and enables inductive charging according to the Qi standard. For especially discerning hi-fi fans, the Bang & Olufsen Sound System with its innovative 3D sound is available as an option.

Driver assistance systems and equipment

An intelligent combination of different technologies enhances the safety, comfort and efficiency of the new Audi A5 Coupé. Meanwhile Audi is also taking the next step toward piloted driving. The broad choice of innovative driver assistance systems sets standards in the segment.

The predictive efficiency assistant helps the driver save fuel, Audi active lane assist helps keep the car on track in the driving lane, and the Stop&Go adaptive cruise control including traffic jam assist reduces the driver's workload in slow-moving traffic. New on board are assistance systems like the park assist, cross traffic assist rear, exit warning, collision avoidance assist and the turn assist. Together with the Audi pre sense systems, they provide greater safety. A camera-based road sign recognition system rounds out the lineup.

The standard equipment includes xenon headlights with LED daytime running lights and LED rear lights, LED interior lights, the Audi MMI radio plus with 7-inch MMI color display, Bluetooth and USB charging function, the three-spoke multifunction steering wheel (including shift paddles in models with automatic transmission), height-adjustable belt feeds, the Audi drive select dynamic handling system and Audi pre sense city.

New trim lines provide numerous customization opportunities, for both the interior and the exterior. Besides the base model, there are also the sport and design lines. The S line sport package and the Audi design selection are available for sophisticated customization, particularly for the interior. Audi offers the S line exterior package for a particularly dynamic appearance.

Audi A5 Sportback

The Audi designers have brought together dramatic shapes and athletically taut surfaces in the design of the new A5 Sportback. The stretched wheelbase, the short overhangs and the long, wraparound engine hood with power dome emphasize the dynamism of the five-door Coupé. The three-dimensionally modeled Singleframe grill is significantly flatter and wider than on the previous model.



The wave form of the shoulder line on the new A5 Sportback is even more powerfully highlighted than on the predecessor model and has a three-dimensional shape. This creates an interplay of light and shadow. The pronounced bulges over the wheel arches underscore the quattro DNA. The rear end exhibits horizontal, equally highly precise styling. The stretched luggage compartment lid terminates with a characteristic spoiler edge.

The new Audi A5 Sportback has grown significantly inside. Its interior length has gained 17 millimeters (*0.7 in*), the shoulder room for driver and front passenger up to 11 millimeters (*0.4 in*) and the rear knee room 24 millimeters (*0.9 in*). The sophisticated materials, precision of fit and exact color harmonies in the interior are typical of Audi. The horizontal architecture of the instrument panel creates a sense of spaciousness. The optional ambient lighting with 30 colors to choose from always evokes a fitting interior mood.

With 480 liters (*17.0 cu ft*) of luggage capacity, the A5 Sportback rates among the best in its class. Audi also offers the option of sensor control for opening and closing the standard-fit electric luggage compartment lid.

Drive system

Customers can choose between two TFSI and three TDI engine versions for the new Audi A5 Sportback. They produce between 140 kW (190 hp) and 200 kW (272 hp) of power. Compared with the previous model, Audi has reduced their fuel consumption by as much as 22 percent while increasing power output by up to 17 percent.

Engine lineup

- 2.0 TFSI and 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI, 2.0 TDI ultra and 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: 6.3 – 4.1 (*37.3 – 57.4 US mpg*)

Combined CO₂ emissions in g/km: 144 – 106 (*231.7 – 170.6 g/mi*)

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

Six-speed manual transmission, seven-speed S tronic dual-clutch transmission or eight-speed tiptronic – there is tailor-made drivetrain technology available for every engine version. Front-wheel drive is standard, with quattro all-wheel drive available as an option in two versions. It is standard for the 3.0 TDI with 200 kW (272 hp).



Body and equipment

The body of the new Audi A5 Sportback is the lightest in the segment. An intelligent mix of materials makes it 15 kilograms (*33.1 lb*) lighter than that of the predecessor. The overall weight of the new generation has fallen by as much as 85 kilograms (*187.4 lb*) to just 1,470 kilograms (*3,240.8 lb*), excluding the driver.

Audi offers the model with an upgraded list of standard equipment that includes a wide range of extra functions. The new lines concept with various equipment packages enhances the scope for individual design expression.

Audi A5 Cabriolet

The designers based the styling of the new Audi A5 Cabriolet on the sleek lines of the Coupé. The rear window is now flatter and emphasizes the sporty looks, as do the short overhangs and the long wraparound engine hood with power dome. With a length of 4,673 millimeters (*184.0 in*), the new A5 Cabriolet is 47 millimeters (*1.9 in*) longer than the predecessor model. The classic soft top fits perfectly and delivers outstanding aeroacoustics thanks to effective insulation.

The new one-touch opening function makes operating the standard acoustic hood much easier: from a speed of 6 km/h (*3.7 mph*), all it takes is just a quick pull of the switch to open the soft top fully automatically in 15 seconds or close it in 18 seconds – even while driving up to 50 km/h (*31.1 mph*).

The front is dominated by a three-dimensional Singleframe grill which is much flatter and wider than before. The wave-shaped shoulder line – a hallmark styling feature of the entire A5 family – makes the A5 Cabriolet extremely elegant. The pronounced bulges over the wheel arches accentuate the quattro DNA. Horizontal lines at the rear emphasize the width of the new Audi A5 Cabriolet, which at the same time is slightly narrower than the predecessor.

The body of the new Audi A5 Cabriolet is the stiffest in its class and yet is among the lightest in the segment. The total weight of the new generation is reduced by up to 40 kilograms (*88.2 lb*). The front-wheel-drive A5 Cabriolet with the 140 kW (190 hp) 2.0 TDI weighs just 1,690 kilograms (*3725.8 lb*). Additional struts in the body compared with the Coupé and reinforced sills make up for the absence of a fixed roof.

As with the Audi A5 Coupé, drivers and passengers alike benefit from the 14 millimeter longer wheelbase and more compact seats. With the roof closed, the luggage compartment offers a volume of 380 liters (*13.4 cu ft*). The soft top compartment in the luggage compartment automatically moves down when opening the soft top and up again when the soft top is closed. This provides the largest possible luggage space at all times. The rear seat has a 50/50 split and can be easily folded forward using levers in the luggage compartment.



Drive system

There is initially a choice of three engines for the new Audi A5 Cabriolet in Germany – a 2.0 TFSI with 185 kW (252 hp), a 2.0 TDI with 140 kW (190 hp) and a 3.0 TDI with 160 kW (218 hp). Following the market launch, a 2.0 TFSI with 140 kW (190 hp) and a 3.0 TDI with 210 kW (286 hp) will join the lineup. With combined consumption figures between 6.6 and 4.5 liters per 100 kilometers (*35.6 – 52.3 US mpg*), which corresponds to between 151 and 118 grams of CO₂ per kilometer (*243.0 – 189.9 g/mi*) respectively, the power units demonstrate utmost efficiency.

Engine lineup

- 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI ultra with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 210 kW (286 hp)

Combined fuel consumption in l/100 km: 6.6 – 4.5 (*35.6 – 52.3 US mpg*)

Combined CO₂ emissions in g/km: 151 – 118 (*243.0 – 189.9 g/mi*)

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

Six-speed manual transmission, seven-speed S tronic dual-clutch transmission or eight-speed tiptronic – tailor-made drivetrain technology is available for every engine version. The drive is provided as standard via the front wheels; quattro drive with ultra technology and permanent all-wheel drive are available as options. The latter comes as standard for the 3.0 TDI with 210 kW (286 hp).

Equipment

Standard features on board the Audi A5 Cabriolet include xenon headlights, the Audi drive select dynamic handling system and partial leather seats. Intuitive, ergonomic operation comes courtesy of the Audi MMI radio plus with 7-inch color display, seat belt microphones and the one-touch opening function for the soft top. High-end options such as the head-up display and digital Audi virtual cockpit enhance the ergonomics of the vehicle. The A5 Cabriolet 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

The Audi A6 is the successful model in the full-size class. In accordance with the latest modifications in April 2016, a more sportily styled exterior, refinements in the interior and new infotainment features have combined to lend the full-size category Sedan even higher quality and greater comfort.



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 signals complement the high-tech headlights, and illuminate sequentially in the direction in which the driver wants to turn.

Interior

Each 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

Two TFSI and seven TDI engines ranging in output from 110 kW (150 hp) to 240 kW (326 hp) form 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 4.5 to 4.2 liters per 100 kilometers (*52.3 – 56.0 US mpg*) and emissions of 119 – 109 grams of CO₂ per kilometer (*191.5 – 175.4 g/mi*). The limited edition 3.0 TDI competition model is powered by the bi-turbo V6 diesel engine which delivers 240 kW (326 hp) – and briefly 255 kW (346 hp) using the additional boost mode.

Engine lineup

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

Combined fuel consumption in l/100 km: 6.9 – 4.2 (*34.1 – 56.0 US mpg*)

Combined CO₂ emissions in g/km: 164 – 109 (*263.9 – 175.4 g/mi*)

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



For each engine and drive variant, Audi provides the right solution for power transmission: the six-speed manual transmission and the seven-speed S tronic for front-wheel drive. The lineup is completed with a seven-speed S tronic for quattro drive and the eight-speed tiptronic – for the two most powerful diesel engines. The quattro permanent all-wheel drive is optionally available for the 2.0 TFSI, the 2.0 TDI with 140 kW (190 hp) and for the 3-liter 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.

Suspension

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 of the current model year also offers some innovations in infotainment: the Audi smartphone interface brings the customized environments of Apple Car Play and Android Auto onto the MMI monitor. New in the A6 is the inductive charging function of the Audi phone box for charging suitable cell phones according to the Qi standard. The Audi connect module transfers data via LTE and brings tailored online services aboard, including navigation map updates and online media streaming. The features are also new in the S model lineup.

Adaptive cruise control with Stop&Go reduces the driver's everyday workload. 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 has been further improved, and the Audi pre sense basic safety system is standard.

Audi A6 3.0 TDI competition

The 3.0 TDI bi-turbo in the A6 3.0 TDI competition edition model makes up the diesel top model and outputs 240 kW (326 hp) – with an additional boost briefly providing 255 kW (346 hp). 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 or moon silver, and the list of standard equipment is very generous.



Audi A6 Avant

In the spring of 2016, the Audi A6 Avant with its flowing lines benefited from the same improvements as the A6 Sedan. Measures on the front of the car highlight the horizontal aspect of the vehicle: in the Audi A6 Avant, powerful contours frame the air inlets in the front spoiler, while struts in high-gloss black horizontally subdivide the side ventilation grills. The side sills and the rear bumper also have a more angular shape. A new diffuser terminates the rear downwards.

The optional S line exterior package for the A6 models includes a new radiator grill with a matt black body. The slats are glossy chrome. Distinctive chrome struts accentuate the side air inlets; adaptive cruise control also adds chrome rings.

The lightweight body, with its intelligent combination of materials, and the sporty, 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 standard sensor-controlled automatic power tailgate and power luggage compartment cover.

Drive system

Two gasoline and seven 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 4.7 – 4.4 liters of fuel per 100 kilometers (*50.0 – 53.5 US mpg*) with emissions at 124 – 114 grams of CO₂ per kilometer (*199.6 – 183.5 g/mi*). 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 ultra S tronic with 140 kW (190 hp)
- 2.0 TFSI quattro S tronic with 185 kW (252 hp)
- 2.0 TDI ultra and 2.0 TDI ultra S tronic with 110 kW (150 hp)
- 2.0 TDI ultra and 2.0 TDI ultra S tronic with 140 kW (190 hp)
- 2.0 TDI quattro S tronic with 140 kW (190 hp)
- 3.0 TDI S tronic and 3.0 TDI quattro S tronic with 160 kW (218 hp)
- 3.0 TDI quattro S tronic with 200 kW (272 hp)
- 3.0 TDI quattro tiptronic with 235 kW (320 hp)
- 3.0 TDI competition quattro tiptronic with 240 kW (326 hp)

Combined fuel consumption in l/100 km: 7.1 – 4.4 (*33.1 – 53.5 US mpg*)

Combined CO₂ emissions in g/km: 169 – 114 (*272.0 – 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. Besides front-wheel drive, quattro permanent all-wheel drive is available for all engines except the 1.8 TFSI; for the 272 hp 3.0 TDI quattro and higher there is also the sport differential.

Suspension

The aluminum chassis, electromechanical power steering and the Audi drive select dynamic drive system are all standard in 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

Where the asphalt ends, the Audi A6 allroad quattro keeps going. Its body sits six centimeters (*2.4 in*) higher than on the A6 Avant. Stainless steel covers protect the underbody at the front and rear. The design is robust, with some add-on parts painted in a contrasting color.

In the A6 allroad quattro Audi has banked on a distinctive visual differentiation to intensify the off-road character. The comprehensive Advanced package is optionally available for all engine versions. For the exterior it contains the optional new and exclusive Soho brown color, with structure gray for the add-on parts. 20-inch wheels as well as quattro permanent all-wheel drive sport differential complete the powerful appearance. For the interior, the package includes individual contour seats in the Valcona top leather grade in Santos brown with contrast stitching.

The Audi A6 allroad quattro is available with a choice of four powerful and cultivated V6 TDI engines.

Engine lineup

- 3.0 TDI quattro S tronic with 140 kW (190 hp)
- 3.0 TDI quattro S tronic with 160 kW (218 hp)
- 3.0 TDI quattro S tronic with 200 kW (272 hp)
- 3.0 TDI quattro tiptronic with 235 kW (320 hp)

Combined fuel consumption in l/100 km: 6.5 – 5.6 (*36.2 – 42.0 US mpg*)

Combined CO₂ emissions in g/km: 172 – 149 (*276.8 – 239.8 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 equipped with a seven-speed S tronic. The adaptive air suspension is also part of the standard equipment and includes an additional driving mode which offers a greater spread between dynamic driving on the road and off the beaten track: in offroad mode, the air suspension raises the body of the A6 allroad by 35 millimeters (*1.4 in*). At low speeds, the lift mode adds an extra ten millimeters (*0.4 in*) of ground clearance.

Audi A7 Sportback

Aesthetically athletic, emotion-packed design, sporty character and innovative technology: the Audi A7 Sportback marries the strengths of a Coupé 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 Coupé. Among the exterior modifications, the changes to the Singleframe grill, 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 broad range of engines, comprising five six-cylinder TDI units. The powerful, refined engines develop between 140 kW (190 hp) and 240 kW (326 hp) with impressive fuel efficiency. The 3.0 TDI ultra boasts a combined fuel consumption of just 4.8 – 4.7 liters per 100 kilometers (*49.0 – 50.0 US mpg*) – a CO₂ equivalent of 126 – 122 grams per kilometer (*202.8 – 196.3 g/mi*).



Engine lineup

- 3.0 TDI ultra S tronic and 3.0 TDI quattro S tronic with 140 kW (190 hp)
- 3.0 TDI ultra S tronic and 3.0 TDI quattro S tronic with 160 kW (218 hp)
- 3.0 TDI quattro S tronic with 200 kW (272 hp)
- 3.0 TDI quattro tiptronic with 235 kW (320 hp)
- 3.0 TDI competition quattro tiptronic with 240 kW (326 hp)

Combined fuel consumption in l/100 km: 6.3 – 4.7 *(37.3 – 50.0 US mpg)*

Combined CO₂ emissions in g/km: 167 – 122 *(268.8 – 196.3 g/mi)*

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

Three of the five engines are paired with a seven-speed S tronic dual-clutch transmission; both top-of-the-line TDI engines have the eight-speed tiptronic. The quattro permanent all-wheel drive ensures superior traction, stability and dynamics. The 3.0 TDI quattro S tronic with 160 kW (218 hp) and higher can also be fitted with a sport differential at the rear axle.

Suspension

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

The Audi smartphone interface brings the customized environments of Apple Car Play and Android Auto onto the MMI monitor. New in the A7 is the inductive charging function of the Audi phone box for charging suitable cell phones according to the Qi standard.

The range of audio modules extends up to the Bang & Olufsen Advanced Sound System, which delivers over 1,200 watts via 15 speakers.

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 bi-turbo produces 240 kW (326 hp), and in overboost mode 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 or moon silver, 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 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)
- 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.

Suspension

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)* of torque from its 6.3-liter 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 from 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 luxury Sedan certified for the VR7 ballistics class, meets the stringent guidelines for civilian 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 and with the W12.



Audi Q2

Audi has recently extended its Q family with a compact SUV. The Audi Q2 is an urban-type vehicle for everyday driving and recreation, bundling a progressive design and great driving pleasure with a high level of functionality. Connectivity, infotainment and assistance systems are on the level of the full-size category.

Design

The Audi Q2 is a powerful SUV that exhibits a very distinct character. At the front, a strong image is created by the Singleframe grill in octagonal design that is positioned up high as well as by the large air inlets. Especially eye-catching is the low roof that descends and merges into the C-pillars with color offset blades. This contrast accentuates the sportiness of the Audi Q2. The rear body terminates in a dynamic way with a long roof edge spoiler and a diffuser that has an underbody-protection look. In a side view, the high shoulder line is especially eye-catching as are the concave flanks in the door area. The latter emphasize the wheel housings and thereby the quattro character of the compact SUV. The vehicle measures 1.51 meters (*5.0 ft*) tall and 1.79 meters (*5.9 ft*) wide. The overhangs are short with a vehicle length of 4.19 meters (*13.7 ft*) and a wheelbase of 2.60 meters (*8.5 ft*).

Interior

The Audi Q2 is as individualistic as its drivers. A variety of equipment packages as well as expressive colors for interior trim and seat upholstery allow plenty of creative space for personal configuration. One option is the LED lighting package, in which the interior is staged in a particularly attractive way with illuminated trim elements.

The Q2 resembles a typical SUV, with high door sills, good visibility and a large luggage compartment (355 to 1,050 liters (*12.5 - 37.1 cu ft*) of capacity). The highlight is that the driver's seat position is sporty and low in relation to the steering wheel, like in an Audi Sedan. Optional practical solutions are available such as a power tailgate and a three-way split rear bench backrest with cargo through-loading.

Drive system

The launch of the Q2 comes with a selection of six different engines. Along with a 1.0-liter three-cylinder TFSI, two four-cylinder gasoline engines are being offered with 1.4 and 2.0 liters of displacement, respectively. In addition, three four-cylinder diesel engines are available with 1.6 and 2.0 liters of displacement, respectively. Their power outputs range from 85 kW (116 hp) to 140 kW (190 hp).



Engine lineup

- 1.0 TFSI with 85 kW (116 hp)
- 1.4 TFSI COD with 110 kW (150 hp)
- 2.0 TFSI quattro with 140 kW (190 hp)
- 1.6 TDI with 85 kW (116 hp)
- 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI quattro with 140 kW (190 hp)

Combined fuel consumption in l/100 km: 5.8 – 4.1 (*40.6 – 57.4 US mpg*)

Combined CO₂ emissions in g/km: 134 – 109 (*215.7 – 175.4 g/mi*)

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

As an alternative to the six-speed manual transmission, Audi also offers the S tronic dual clutch transmission with seven speeds for all engines. In the case of the top TDI and the 2.0 TFSI, a newly developed dual-clutch transmission is used, which has a new type of oil supply and reduced friction. Both engines may also be combined with a quattro permanent all-wheel drive system as standard equipment.

Suspension

Progressive steering is standard in all versions. It varies the steering gear ratio as a function of the steering input; the ratio is made more direct with large steering movements. The chassis with damper control is optionally available, as is the Audi drive select system with which the driver can set an individual characteristic for their Q2. Installed at the rear on the front-wheel drive versions is a semi-independent suspension, while the quattro models have a four-link suspension.

Infotainment and Audi connect

Standard in the Q2 is a 5.8-inch MMI screen that is positioned high up on the instrument panel. The infotainment system can be operated by a rotary/push-button control and two buttons on the center tunnel. When MMI navigation plus with MMI touch is ordered, the user also gets a touchpad on the central control element. In addition, the system can be conveniently controlled by natural language operation and the integrated MMI search.

A Wi-Fi hotspot enables surfing and streaming with mobile end devices. In addition, customers can use MMI touch to access the online services of Audi connect. The flat rate data plan required for this is included, thanks to the SIM card (embedded SIM) that is permanently installed in the car. It also permits roaming in most European countries. Cell phones with iOS and Android operating systems are integrated into the car via the Audi smartphone interface. The free Audi MMI connect app enables online media streaming as well as transferring a calendar from smartphone to MMI. The app for iOS operating systems also has the myAudi destinations function. It makes it possible to send the data of a desired navigation destination from any app to the MMI navigation plus system. The system then uses it for navigation.



Assistance systems

Along with the optional Audi virtual cockpit and the head-up display, the Audi Q2 comes with comprehensive driver assistance systems – including the Audi pre sense front as a standard feature. The system recognizes critical situations with other vehicles as well as pedestrians crossing in front of the car, and if necessary it can initiate hard braking – to a standstill at low speeds. Other systems in the lineup: adaptive cruise control with Stop&Go function, traffic jam assist, the lane-departure warning system Audi side assist, the lane-keeping assistant Audi active lane assist, traffic sign recognition, park assist and cross traffic assist rear.

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 three 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 engine 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 basic volume 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 backrests. 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 of 109 grams of CO₂ per kilometer (*175.4 g/mi*).



Engine lineup

- 1.4 TFSI with 92 kW (125 hp)
- 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 as standard equipment. The Q3 is available with a manual transmission or a six-speed or seven-speed S tronic.

Suspension

The chassis of the Audi Q3 combines safe and agile handling, with comfort afforded on all road surfaces. The Audi drive select system lets drivers modify key technology modules, including the optional active dampers, to suit their personal preferences. Hill descent control 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 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 Audi connect module including car phone connects the Q3 to the internet.



Audi Q5

A best-selling car from Audi has been made even more powerful and sporty – the new Q5 sets the bar a notch higher. The most significant new features are the quattro drive with ultra technology, highly efficient engines, adaptive air suspension and an array of infotainment and assistance systems.

Design and body

The new SUV from Audi takes a sporty and taut stance on the street. A sculpturally flared Singleframe grill with a solid frame dominates its aerodynamically flat front end. It is available with headlights that are either in LED or high-resolution Matrix LED technology with dynamic turn signals. A distinctively curved and strongly undercut shoulder line gives structure to the side view. The heavily accentuated wheel housings indicate the presence of the quattro permanent all-wheel drive. The tailgate with integrated LED tail lights wraps around the C-pillars – a typical feature of the Q models from Audi. A diffuser insert integrates the exhaust tailpipes.

4.66 meters (*15.3 ft*) long, 1.89 meters (*6.2 ft*) wide and 1.66 meters (*5.4 ft*) tall with a 2.82 meter (*9.3 ft*) wheelbase – compared to the previous model, the new Q5 has grown in nearly all of its dimensions. Consequently, the unladen weight was reduced – depending on the engine – by up to 90 kg (*198.4 lb*). Steels with maximum tensile strength and aluminum form an intelligent material mix in the body. The new Q5 also stands at the top of its class in its aerodynamics. The four-cylinder versions attain a C_d figure of 0.30 with the aerodynamically optimized roof.

Drive system

The new Audi Q5 is launching in Europe with five powerful and efficient engines: four TDI* engines and one TFSI*. They have up to 20 kW (27 hp) more power but despite this, fuel consumption has been drastically reduced. Particularly the 2.0 TDI engines of the new Q5 with their respective outputs of 110 kW (150 hp), 120 kW (163 hp) and 140 kW (190 hp) are very efficient. The further developed 2.0 TFSI has an output of 185 kW (252 hp), yet it only consumes 6.8 liters of gasoline per 100 km (*34.6 US mpg*), which equates to 154 grams of CO₂ per kilometer (*247.8 g/mi*). The 3.0 TDI produces 200 kW (272 hp) and 600 Nm (*442.5 lb-ft*) of torque.

Engine lineup

- 2.0 TFSI quattro with 185 kW (252 hp)
- 2.0 TDI 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 200 kW (272 hp)



Combined fuel consumption in l/100 km: 7.1 – 4.5 (33.1 – 52.3 US mpg)

Combined CO₂ emissions in g/km: 162 – 117 (260.7 – 188.3 g/mi)

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

Suspension

The new Audi Q5 delivers sporty yet comfortable driving. Creating the basis for this are the newly developed five-link suspensions and also the new electromechanical power steering system. Optionally available is the dynamic steering, which varies its gear ratio depending on the speed and steering angle. Customers can choose from two extension stages of springs and damping. The chassis with damper control offers a very wide spread between comfort and dynamics, which the driver can select via Audi drive select. In addition to adjusting damper control, the new adaptive air suspension can be used to vary the ride height of the car body over five stages.

Interior and controls

The interior offers a lot of space for five persons, and it surpasses the previous model and its competitors in key dimensions. Its horizontally oriented lines underscore the impression of width and comfort, and a three-dimensional trim strip runs across the entire width of the instrument panel. The new trim lines concept offers customers a broad selection of colors and materials.

Operation of the new Audi SUV is intuitive and is marked by three great new features. The optional Audi virtual cockpit presents brilliant graphics on its high-resolution 12.3-inch screen. The driver can choose between two display modes. The equally optional head-up display projects key information onto the windshield. The MMI terminal in the center console acts as the main control element. In the top infotainment system – the MMI navigation plus with MMI touch and an 8.3-inch display – a touchpad is integrated into the rotary/push-button control. It recognizes handwritten entries as well as gestures familiar from consumer electronics such as zooming gestures. If the new Q5 is equipped with an automatic transmission, it also has the larger MMI all-in-touch including haptic feedback. The MMI operating logic is based on the flat hierarchies used in today's smartphones, and it offers such features as intelligent free-text search. The new natural-language voice control function also recognizes inputs from everyday speech. Serving as an additional third operating level in the new Audi Q5 is the multifunction steering wheel plus.

Further additional functions are also available, such as the steering wheel heating. Available seat features range all the way up to a pneumatic massage function. In the dark, the optional ambient lighting (standard with design selection) creates an attractive atmosphere using 30 different colors.



The rear seat back of the new Audi Q5 is split into three segments. Longitudinal and seat back angle adjustment are optional. Depending on the rear seat position, the basic volume of the luggage compartment ranges from 550 to 610 liters (*19.4 to 21.5 cu ft*), 10 liters (*0.4 cu ft*) more than in the previous model. When the rear bench is folded down, this volume grows to 1,550 liters (*54.7 cu ft*). Cargo loading is simplified by intelligent solutions like a standard, variably folding mat, optional sensor control of the power tailgate and manual lowering of the body via the optional air suspension.

Infotainment and Audi connect

MMI navigation plus utilizes the Audi connect module to integrate an LTE module and a Wi-Fi hotspot – this lets passengers go online with up to eight mobile devices. Audi connect enables convenient roaming in Europe for many Audi connect services with its permanently installed SIM card – the Audi connect SIM with a flat data rate. If they wish, users can also book data packages for the Wi-Fi hotspot at attractive prices, which also include EU roaming.

The Audi phone box connects smartphones with the vehicle’s antenna for optimal reception quality; smartphones which support the Qi standard can also be charged inductively. The Bang & Olufsen Sound System with innovative 3D sound introduces the spatial dimension of height. The Audi tablet, which is also new, serves as a flexible Rear Seat Entertainment device. The Audi smartphone interface also brings Apple CarPlay and Android Auto into the new Q5.

The new Audi Q5, like the Q7 and the A4, has a self-learning “personal route assist” function. After activating this function, the navigation system learns the routes and destinations that the customer regularly selects, and it associates this information to the parked position and time of day.

For as long as it is active, the system therefore learns from the customer’s behavior and uses this information to suggest optimized route planning for the next trip – even while navigation is inactive. The navigation system incorporates the three most likely destinations into the calculation, taking into consideration both the arrival time and current traffic levels. For instance, the system can suggest that the customer activate navigation to find out about potential alternative routes. The driver decides whether or not to activate the function. The driver also has the option of deleting saved destinations. If the function is deactivated, the system does not store the destinations and does not consider deleted destinations or the routes driven.

Assistance systems

In its driver assistance systems, the new Audi Q5 also tops its segment with a broad range of high-tech options. In their intelligent interplay, the systems represent a next step towards piloted driving. They are bundled into three packages – Tour, City and Parking.



The predictive efficiency assistant helps the driver save fuel by using specific information on the car's surroundings. Adaptive cruise control (ACC) including traffic jam assist can handle some of the steering work in slow-moving traffic. Audi active lane assist makes it easier to stay in lane. Distance warning alerts the driver when the distance to a vehicle drops below a safe distance.

Cross traffic assist rear, the exit warning system, collision avoidance assist and turn assist are other new features that perform excellently in pursuit of safety. The same applies to the pre sense systems – Audi pre sense city is a standard feature which warns the driver about pedestrians and vehicles, as well as initiating automatic emergency braking within the system limits. Park assist, the camera-based recognition of traffic signs and hill descent control round out the features.

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 grill 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 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 multi-material construction principle.

Drive system

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). When equipped with 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 of CO₂ per kilometer (*239.8 g/mi*) – 23 percent less than the previous model. The Q7 ultra is newly available with 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*]).



Engine lineup

- ultra 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: 6.2 – 5.5 *(37.9 – 42.8 US mpg)*

Combined CO₂ emissions in g/km: 163 – 144 *(262.3 – 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.

Suspension

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 entirely new. 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. When it is dark, optional very fine light guides trace the contours with individually selectable colors. All colors and materials are carefully coordinated. Optional leather packages for the seats and the dashboard as well as two different design selections 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 climate control 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. A 7.3-inch central display is a standard feature. The MMI navigation plus optionally comes with an 8.3-inch display. 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. With the optional rear bench seat plus, the seats can be individually adjusted longitudinally by up to 110 mm (*4.3 in*), 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, but can also be used by adults without restrictions. In the five-seat 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 accelerates and brakes the car while maintaining a safe following distance from the preceding vehicle and takes over the task of steering in slow-moving traffic. In addition, 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 also includes cross traffic assist rear, exit warning and trailer maneuver 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 touchpad surface, and they can zoom and scroll using multi-finger gestures. With each input, the finger gets tactile 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 the 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 no 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 separating clutch, 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, a full charge takes only around two-and-a-half hours with 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 LichtBlick SE, whose electricity is generated from 100 percent renewable energy sources. 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 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. 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. A standard feature, the thermal management system with integrated heat pump, was 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 brand with the four rings 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 Audi TT design icon 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 Coupé 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 drag coefficient (C_d) value 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 4.6 liters of fuel per 100 kilometers (*51.1 US mpg*). This corresponds to CO₂ emissions of 122 grams per kilometer (*196.3 g/mi*). Then there is the new 2.0 TDI quattro with 135 kW (184 hp), the 2.0 TFSI with 169 kW (230 hp) and 370 Nm (*272.9 lb-ft*) of torque, as well as the 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 and 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.6 – 4.6 (*35.6 – 51.1 US mpg*)

Combined CO₂ emissions in g/km: 153 – 122 (*246.2 – 196.3 g/mi*)

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



As an option, the gasoline engines can be ordered together with the seven-speed S tronic, the six-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.

Suspension

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 on 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 rev counter take center stage. In Infotainment mode, more space is given to aspects such as the navigation map.

The number of physical buttons on the MMI monitor has been limited to six. 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 also includes traffic sign recognition, park assist with a 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 cloth 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 doesn't 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, the 2.0 TFSI and the 2.0 TDI – optionally available as ultra or with quattro all-wheel drive. The Audi TT 2.0 TDI ultra impresses with an NEDC fuel consumption of just 4.7 liters per 100 kilometers (*50.0 US mpg*) and CO₂ emissions of 126 grams per kilometer (*202.8 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 and 2.0 TDI quattro with 135 kW (184 hp)

Combined fuel consumption in l/100 km: 6.9 – 4.7 (*34.1 – 50.0 US mpg*)

Combined CO₂ emissions in g/km: 158 – 126 (*254.3 – 202.8 g/mi*)

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

The 2.0 TDI ultra comes off the production line with manual transmission and front-wheel drive. The 1.8 TFSI is available on request with the seven-speed S tronic, while the 2.0 TFSI and 2.0 TDI quattro receives the six-speed S tronic and the newly developed quattro all-wheel drive system with more emphasized sporty characteristics.

Suspension

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.



S models

High power, a discreet understatement, 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 quattro 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 CO₂ emissions 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 on 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: 7.1 – 7.0 (*33.1 – 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: 7.2 – 7.1 (*32.7 – 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

7 kW (10 hp) more power and, in conjunction with S tronic, torque increased by 20 Nm (*14.8 lb-ft*) – in the S3, Audi has raised the bar once more in terms of power. The 2.0 TFSI now generates 228 kW (310 hp) and with S tronic delivers 400 Nm (*295.0 lb-ft*) in the wide range of 2,000 to 5,400 revolutions per minute. Its NEDC consumption has improved in conjunction with the new seven-speed S tronic by around eight percent to 6.4 liters of fuel per 100 kilometers (*36.8 US mpg*). By further optimizing the steering characteristics and exhaust system control, the Audi S3 drives even more dynamically. Besides the S3, the S3 Sportback, the S3 Sedan and the S3 Cabriolet also profit from the extensive new features.

In interaction with the optional seven-speed S tronic (standard in the Cabriolet), which comes with a coasting function, the sprint from 0 to 100 km/h (*62.1 mph*) takes just 4.5 seconds in the Audi S3. The figure is 4.6 seconds for both the S3 Sportback and the S3 Sedan, while the Cabriolet takes 5.1 seconds. With a manual transmission (not available in the Cabriolet), the sprint time increases by seven-tenths of a second. The 250 km/h (*155.3 mph*) top speed is electronically governed.

The firmer S sport suspension lowers the vehicle body by 25 millimeters (*1.0 in*). Large brakes operate behind the 18-inch wheels with their S-specific design; the brake calipers are painted black (or optionally red) and adorned by S logos. The ESC stabilization control acts with particular sensitivity. The electrically assisted progressive steering varies the steering gear ratio – it is somewhat more indirect in the center position, but increasingly more direct when large turns of the steering wheel are made. The Audi drive select dynamic handling system is standard, with Audi magnetic ride suspension available as an option.

Audi S3

Combined fuel consumption in l/100 km: 7.1 – 6.4 (*33.1 – 36.8 US mpg*)

Combined CO₂ emissions in g/km: 163 – 146 (*262.3 – 235.0 g/mi*)

Audi S3 Sportback

Combined fuel consumption in l/100 km: 7.1 – 6.5 (*33.1 – 36.2 US mpg*)

Combined CO₂ emissions in g/km: 163 – 149 (*262.3 – 239.8 g/mi*)

Audi S3 Sedan

Combined fuel consumption in l/100 km: 7.1 – 6.4 (*33.1 – 36.8 US mpg*)

Combined CO₂ emissions in g/km: 163 – 148 (*262.3 – 238.2 g/mi*)

Audi S3 Cabriolet

Combined fuel consumption in l/100 km: 6.8 – 6.7 (*34.6 – 35.1 US mpg*)

Combined CO₂ emissions in g/km: 156 – 153 (*251.1 – 246.2 g/mi*)

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



Audi S4 and S4 Avant

From 0 to 100 km/h (*62.1 mph*) in 4.7 seconds at a fuel consumption level of 7.4 liters of fuel per 100 kilometers (*31.8 US mpg*) – the new Audi S4 and the new Audi S4 Avant are advancing to the peak of the competitive field with strong performance and exemplary efficiency. Its newly developed turbo V6 engine outputs 260 kW (354 hp). New solutions in networking and assistance systems round out its features. Audi is transferring many technologies from the full-size class into the mid-size class.

The powerful core of the two new S models from Audi is a newly designed 3.0 TFSI engine. The direct gasoline injection engine with turbocharging has an output of 260 kW (354 hp) and produces a hefty torque of 500 Nm (*368.8 lb-ft*) from 1,370 to 4,500 rpm. In terms of power and torque it surpasses the previous model, while its weight and fuel consumption are considerably lower.

The turbocharged V6 engine accelerates the Audi S4 from 0 to 100 km/h (*62.1 mph*) in 4.7 seconds, and on up to an electronically governed top speed of 250 km/h (*155.3 mph*). The standard sprint takes two tenths of a second longer in the S4 Avant. In the NEDC cycle, the S4 Sedan only consumes 7.3 liters of fuel per 100 kilometers (*32.2 US mpg*), which equates to 166 grams of CO₂ per kilometer (*267.2 g/mi*). The Audi S4 Avant has a fuel consumption rate of 7.5 liters per 100 kilometers (*31.4 US mpg*), which equates to 175 grams of CO₂ per kilometer (*281.6 g/mi*).

A fast and smoothly shifting eight-speed tiptronic handles the power transmission. The lower gears have short, sporty ratios, while the upper gears are long in order to reduce revs and fuel consumption. When the driver releases the accelerator pedal at a speed between 55 and 160 km/h (*34.2 and 99.4 mph*) the automatic transmission switches over to an efficient freewheeling mode.

The quattro permanent all-wheel drive makes a large contribution to the sporty handling of the S4 and S4 Avant cars. In normal driving, it distributes slightly more engine forces to the rear wheels but, if necessary, the majority of the forces can be directed to the axle with better traction.

Wheel-selective torque control optimizes handling and stability in fast cornering with minimal brake interventions. The optional sport differential actively distributes torque between the rear wheels.

The standard S sport chassis lowers the body's ride height by 23 mm (*0.9 in*) compared to the A4 base model. The same height applies to the optional chassis with damper control. The Audi drive select handling system integrates what is referred to as CDC (continuous damping control) dampers along with the engine, steering, tiptronic and optional sport differential. This lets the driver control the characteristics of the engine and suspension over several modes.



Audi S4

Combined fuel consumption in l/100 km: 7.5 – 7.3 (31.4 – 32.2 US mpg)

Combined CO₂ emissions in g/km: 170 – 166 (273.6 – 267.2 g/mi)

Audi S4 Avant

Combined fuel consumption in l/100 km: 7.6 – 7.5 (30.9 – 31.4 US mpg)

Combined CO₂ emissions in g/km: 175 – 171 (281.6 – 275.2 g/mi)

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

Audi S5 Coupé, S5 Sportback and S5 Cabriolet

From 0 to 100 km/h (62.1 mph) in 4.7 seconds (Cabriolet: 5.1 seconds) – the new Audi S5 combines emotive design with the driving performance of a sports car. Its newly developed, turbocharged V6 engine produces 260 kW (354 hp) and consumes just 7.3 liters of fuel per 100 km (32.2 US mpg), equivalent to 166 grams of CO₂ per kilometer (267.2 g/mi). Meanwhile, the Cabriolet consumes 7.5 liters (31.4 US mpg) and emits 175 grams of CO₂ per kilometer (281.6 g/mi). Fuel consumption has dropped by five percent compared with the previous model.

With an unladen weight of 1,615 kilograms (3,560.5 lb), the Coupé is 60 kilograms (132.3 lb) lighter than its predecessor. The precision-honed exterior design and the numerous S-specific details in the interior underscore the dynamic character of the Audi two-door sports Coupé.

Its turbocharged 3.0 TFSI engine, newly designed from the ground up, offers powerful performance: high output, hefty torque, spontaneous response and sonorous sound – all coupled with a new level of efficiency. From its 2,995 cc of displacement, the V6 TFSI produces 260 kW (354 hp), which is 15 kW (21 hp) more than the previous engine. A constant 500 Nm (368.8 lb-ft) (plus 60 Nm [44.3 lb-ft]) of torque is available from a low 1,370 all the way to 4,500 rpm.

The drivetrain of the Audi S5 has been completely redeveloped. This also applies to the smooth, rapid and spontaneously shifting, eight-speed tiptronic. The quattro permanent all-wheel drive system with its asymmetrically dynamic layout makes a major contribution toward sporty and stable handling of the new Audi S5 Coupé. The optional sport differential provides for even more dynamic response when steering and accelerating.

The Audi S5 features a newly developed S sport suspension with sensitively responding single-tube shock absorbers and five-link suspensions at the front and rear. Alternatively, Audi offers a version with S-specific damper control (CDC = continuous damping control). The driver can push a button to choose the default setting of the suspension in Audi drive select and retrieve the desired handling characteristics at any time.



The new Audi S5 is at the forefront of its segment with a wide range of driver assistance systems. The systems come from the full-size class; their intelligent interplay represents another step on the road to piloted driving. Audi offers the same systems for the S5 as for the A5.

Audi S5 Coupé

Combined fuel consumption in l/100 km: 7.4 – 7.3 (31.8 – 32.2 US mpg)

Combined CO₂ emissions in g/km: 170 – 166 (273.6 – 267.2 g/mi)

Audi S5 Sportback

Combined fuel consumption in l/100 km: 7.5 – 7.3 (31.4 – 32.2 US mpg)

Combined CO₂ emissions in g/km: 170 – 166 (273.6 – 267.2 g/mi)

Audi S5 Cabriolet

Combined fuel consumption in l/100 km: 7.8 – 7.7 (30.2 – 30.5 US mpg)

Combined CO₂ emissions in g/km: 177 – 175 (284.9 – 281.6 g/mi)

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

Audi S6 and Audi S6 Avant

The Audi S6 and the S6 Avant are sports cars for everyday driving. Their V8 bi-turbo engine – the 4.0 TFSI – delivers 331 kW (450 hp) of power and generates 550 Nm (405.7 lb-ft) of torque, enabling the S6 to sprint in 4.4 seconds (Avant: 4.6 seconds) from 0 to 100 km/h (62.1 mph). 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 of CO₂ per kilometer (344.4 g/mi). Figures for the Avant are 9.6 liters per 100 kilometers (24.5 US mpg) with emissions of 224 grams of CO₂ per kilometer (360.5 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 disc brakes behind the 19-inch wheels have matt black calipers with S6 logos. Audi offers carbon-fiber ceramic discs 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 Coupé from 0 to 100 km/h *(62.1 mph)* in 4.6 seconds. The V8 bi-turbo 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 of 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 standard wheel size is 19 inches. 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 discs are discs made of carbon-fiber 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*). It sprints from 0 to 100 km/h (*62.1 mph*) in 3.8 seconds, and the top speed is 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 g/mi*)

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

Audi SQ5

The Audi SQ5 features a V6 TFSI engine with a displacement of 2,995 cc. This delivers a performance of 260 kW (354 hp). The turbocharged aluminum engine delivers a constant 500 Nm (*368.8 lb-ft*) of torque from 1,370 to 4,500 rpm. The sprint from zero to 100 km/h (*62.1 mph*) is completed in 5.4 seconds and the top speed is electronically governed at 250 km/h (*155.3 mph*). In the NEDC, the new Audi SQ5 3.0 TFSI consumes 8.3 liters of fuel per 100 kilometer (*28.3 US mpg*) – a CO₂ equivalent of 189 grams per kilometer (*304.2 g/mi*). Compared with its predecessor, this is a reduction of 13 grams per kilometer (20.9 g/mi).

A fast and smooth-shifting eight-speed tiptronic transmits the power in the new Audi SQ5. The lower gears feature short, sporty ratios, while the upper gears are long so as to reduce the engine speed and fuel consumption. Provided that the function is activated in Audi drive select, the transmission automatically switches to freewheeling mode as soon as the driver lifts their foot off the gas pedal at speeds between 55 and 160 km/h (*34.2 and 99.4 mph*), ensuring even greater fuel efficiency.



The quattro permanent all-wheel drive contributes to the sporty handling. During normal driving, it distributes the engine power with a slight rear-axle bias. The optional sport differential further optimizes handling by actively distributing torque between the rear wheels via two superposition stages. This increases the agility of the new Audi SQ5 even further. Its management is integrated into the control system of Audi drive select.

Even when stationary, an array of details underline the dynamic characteristics of the new Audi SQ5. The bold, sporty bumpers up front and in the rear are complemented by more strongly contoured, S-specific air inlets and the diffuser with a honeycomb grill. The exterior color panther black is reserved exclusively for the new Audi SQ5.

The new Audi SQ5 is at the forefront of its segment with a wide range of driver assistance systems. The systems come from the full-size class; their intelligent interplay represents another step on the road to piloted driving. Audi offers the same systems for the SQ5 as it does for the Q5.

Audi SQ5

Combined fuel consumption in l/100 km: 8.5 – 8.3 *(27.7 – 28.3 US mpg)*

Combined CO₂ emissions in g/km: 195 – 189 *(313.8 – 304.2 g/mi)*

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

Audi SQ7 TDI

The Audi SQ7 TDI attains new best values with 320 kW (435 hp) and 900 newton meters *(663.8 lb-ft)* of torque – the latter at 1,000 to 3,250 revolutions per minute. The TDI engine with electric powered compressor (EPC) accelerates like a sports car from 0 to 100 km/h *(62.1 mph)* in 4.8 seconds; the top speed is gently governed at 250 km/h *(155.3 mph)*. In the NEDC, it consumes just 7.2 liters per 100 kilometers *(32.7 US mpg)*, which corresponds to CO₂ emissions of 189 grams per kilometer *(304.2 g/mi)*. The new eight-speed tiptronic provides for fast and efficient gear changes. At higher speeds, it allows coasting at idle.

The 4.0 TDI has a powerful technological partner in the Audi SQ7. The result is drivability that fulfills every expectation, from extremely comfortable cruising to dynamic handling. The power for the EPC – which peaks at 7 kW – is provided by a 48 volt electrical subsystem. The SQ7 TDI is the first car from Audi to feature this higher-power electrical system. In conjunction with the EPC, this technical solution also paves the way for the high-performance system of electromechanical active roll stabilization. The quattro permanent all-wheel drive distributes power between the front and rear axle in a 40:60 ratio. The suspension links are largely made of lightweight aluminum.



Electromechanical power steering, the Audi drive select system and the adaptive air suspension with S-specific tuning are standard. The brake calipers are painted black (optionally red); on request, Audi also offers a brake system with carbon-fiber ceramic discs.

Thanks to the systematic lightweight construction concept, the SQ7 TDI weighs just 2,270 kilograms (*5,004.5 lb*) without a driver. The body is a multi-material construction. Hot-shaped and thus extremely strong sheets form the backbone of the occupant cell; the outer skin is made of aluminum. The center of mass is low – another factor for the sporty handling.

Many S-specific details intensify the distinctive look of the 5.07 meter (*16.6 ft*) long Audi SQ7 TDI. For example, the Singleframe grill, the air inlets, the upper sections of the mirror caps and elements of the door trim gleam with an aluminum look. The front apron is powerfully contoured, while the roof edge spoiler is wider and more distinctive than that of the Q7.

A diffuser insert with an aluminum trim piece encloses the four rectangular exhaust tailpipes. SQ7 TDI and V8T emblems adorn the front, the fenders and the rear.

Audi SQ7

Combined fuel consumption in l/100 km: 7.6 – 7.2 (*30.9 – 32.7 US mpg*)

Combined CO₂ emissions in g/km: 199 – 189 (*320.3 – 304.2 g/mi*)

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

Audi TTS and Audi TTS Roadster

A jury of international motor journalists has voted the 2.5 TFSI “Engine of the Year” seven 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. The turbo engine gains about a 17 percent increase in performance despite its displacement remaining unchanged at 2,480 cc. Despite increased performance, the fuel consumption of the TT RS Coupé is just 8.2 liters per 100 kilometers (*28.7 US mpg*); the TT RS Roadster uses 8.3 liters (*28.3 US mpg*) on average.

At 294 kW (400 hp), the engine is more powerful than ever before. The engine’s maximum torque of 480 Nm (*354.0 lb-ft*) is available between 1,700 and 5,850 rpm. It ensures fantastic pulling power, accompanied by an unmistakable sound. Cylinders positioned directly beside each other and far away from each other fire alternately. This brings with it a very special rhythm. The TT RS Coupé accelerates from 0 to 100 km/h (*62.1 mph*) in 3.7 seconds, the Roadster in 3.9 seconds – this corresponds to the level of a supercar. Audi governs the top speed at 250 km/h (*155.3 mph*), but can optionally increase this to 280 km/h (*174.0 mph*).



The power of the 2.5 TFSI engine flows to the quattro permanent all-wheel drive via a seven-speed S tronic that shifts at lightning speed. Its multi-plate clutch distributes forces fully variably between the two axles. This ensures a strong grip and a high level of driving enjoyment. Torque vectoring makes handling even more agile and safe.

In addition to its light weight, the Audi TT RS has its sporty chassis to thank for its outstanding driving dynamics. The direct, progressive 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 Sport supplies the RS sport suspension plus adaptive dampers featuring magnetic ride technology. In this case, the damping characteristic can be influenced electronically in three stages. The control technology is integrated into the Audi drive select dynamic handling system.

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.

Audi TT RS Coupé

Combined fuel consumption in l/100 km: 8.4 – 8.2 (28.0 – 28.7 US mpg)

Combined CO₂ emissions in g/km: 192 – 187 (309.0 – 300.9 g/mi)

Audi TT RS Roadster

Combined fuel consumption in l/100 km: 8.5 – 8.3 (27.7 – 28.3 US mpg)

Combined CO₂ emissions in g/km: 194 – 189 (312.2 – 304.2 g/mi)



RS models

Audi Sport GmbH presents the RS models as high-performance cars under the RS label. The quattro all-wheel drive is also standard in these models. The lineup comprises the new RS 3 Sportback, the RS 3 Sedan, the RS 6 Avant, the RS 6 Avant performance, the RS 7 Sportback performance as well as the TT RS Coupé and the TT RS Roadster.

Audi RS 3 Sportback

The new Audi RS 3 Sportback expands the sporty lineup, sitting at the very pinnacle of the Ingolstadt-based premium manufacturer's compact portfolio and offering customers an attractive entry into the RS world. Following the world premiere of the RS 3 Sedan at the 2016 Paris Motor Show, the RS 3 Sportback now stands poised to make its entry at the 2017 Geneva International Motor Show. With the most powerful production five-cylinder in the world, outstanding dynamism and an even sharper look, the car offers an emotional driving experience.

In the new Audi RS 3 Sportback, the 2.5 TFSI delivers 294 kW (400 hp), which is 33 hp more than the previous unit. This is thanks, among other things, to its aluminum crankcase being 26 kilograms (*57.3 lb*) lighter. Its maximum torque of 480 Nm (*354.0 lb-ft*) is available at engine speeds as low as 1,700 rpm and remains constant up to 5,850 rpm. That's how the RS 3 Sportback is able to sprint from 0 to 100 km/h (*62.1 mph*) in just 4.1 seconds. On request, Audi can increase the electronically limited top speed from 250 km/h (*155.3 mph*) to 280 km/h (*174.0 mph*). The effect of this extraordinary tractive power is intensified by the five-cylinder's unmistakable sound. This comes from having the ignition alternate between directly adjacent cylinders and widely spaced ones.

For better mixture preparation, the new 2.5 TFSI engine employs dual injection into the intake manifold and into the combustion chambers. On the exhaust side, the Audi valvelift system controls the duration of valve opening depending on the throttle and engine speed – for moderate fuel consumption at low and partial load as well as more spontaneous throttle response and a high level of tractive power at full load. In the NEDC, the RS 3 Sportback uses 8.3 liters of fuel per 100 kilometers (*28.3 US mpg*), which equates to 189 grams of CO₂ per kilometer (*304.2 g/mi*).

The S tronic seven-speed dual-clutch transmission and quattro permanent all-wheel drive transfer the power of the five cylinders to the road. Meanwhile, the electro-hydraulic multi-plate clutch distributes the drive torque variably between the axles. The sportier the driving, the faster and more often will a large share of the torque reach the rear axle. The quattro management is integrated as a standard feature in the Audi drive select dynamic handling system, as are the steering, S tronic, the engine management, the adjustable exhaust flaps, and the optional RS sport suspension plus with adaptive damper control. The driver can individually vary the operation of these components between the comfort, auto, dynamic and individual modes.



Handling is perfected through the Electronic Stabilization Control (ESC) with wheel-selective torque control and the sport mode specially tuned for the RS. On the exterior, the RS 3 Sportback shows off its power in the form of a striking Singleframe with a gloss black honeycomb grill, large air inlets and angular sill trims. The redesigned blade in the bumper gives the front end an even wider look. At its ends it forms narrow, upright funnels. LED headlights with their distinctive lighting signature are standard, and Audi offers matrix LED headlights as an option. In the rear, a stylish RS roof edge spoiler, a diffuser insert and the RS exhaust system's large oval tailpipes are sure to turn heads everywhere. A quattro logo at the bottom of the Singleframe is a finishing touch to the dynamic appearance, as are the RS 3 emblems on the honeycomb grill and the tailgate.

The two circular instrument dials are black with red needles and white scales. The centrally positioned driver information system includes a boost pressure indicator, an oil thermometer and a lap timer. The fully digital Audi virtual cockpit displays the infotainment system data and is available as an option. A special RS screen shifts the rev counter to the center.

The RS multi-function sport leather steering wheel has a flattened bottom section and, besides the shift paddles, it features buttons for operating the infotainment system. The RS 3 Sportback is equipped with sport seats in black fine nappa leather as standard. RS sport seats with more contoured profiles and integrated head restraints for the driver and front passenger are available as options. RS emblems adorn the seat backs of both seating variants.

Audi RS 3 Sportback

Combined fuel consumption in l/100 km: 8.4 – 8.3 *(28.0 – 28.3 US mpg)*

Combined CO₂ emissions in g/km: 192 – 189 *(309.0 – 304.2 g/mi)*

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



Audi RS 3 Sedan

With the most powerful five-cylinder engine in the world, groundbreaking efficiency and an even sharper look, the RS 3 Sedan is the first compact Audi Sedan to bear the RS label.

The 2.5 TFSI outputs 294 kW (400 hp) – 33 hp more than its predecessor. Its 480 Nm (*354.0 lb-ft*) of torque is available at engine speeds between 1,700 and 5,850 revolutions per minute for outstanding tractive power. The compact RS model sprints from 0 to 100 km/h (*62.1 mph*) in 4.1 seconds. Its maximum speed is 250 km/h (*155.3 mph*), but Audi can increase this electronically limited top speed to 280 km/h (*174.0 mph*) upon request. The unique sound of the five-cylinder unit intensifies an already emotionally charged driving experience. Its sound comes from having the ignition alternate between directly adjacent cylinders and widely spaced ones. Using Audi drive select, the RS exhaust system's exhaust flaps can be adjusted, which in turn modifies the system's sound.

With its light-alloy crankcase, the five-cylinder engine is 26 kilograms (*57.3 lb*) lighter than its predecessor. It employs a dual injection into the intake manifold and into the combustion chambers, as well as the Audi valvelift system for variable control of the exhaust valves. The result is optimal power development at a reduced consumption level.

The top athlete of the compact segment also shows its sporty side in its looks too. The Singleframe with its three-dimensional honeycomb grill bears the quattro logo along the bottom. Compared with an A3, the front track of the RS 3 sedan is wider by 20 millimeters (*0.8 in*) – the front wheel arches are accordingly wider flared as well. At the rear axle, the wheels are spaced 14 millimeters (*0.6 in*) further apart compared with the basic model. A fixed spoiler lip on the luggage compartment lid improves the separation of air flow. A distinctive diffuser insert with vertical struts and the large oval tailpipes of the RS exhaust system terminate the rear. Audi exclusively offers the RS-specific paint colors Nardo gray and Catalunya red as options. Even the interior of the RS 3 Sedan features numerous RS emblems.

Audi RS 3 Sedan

Combined fuel consumption in l/100 km: 8.6 8.4 – 8.3 (*27.4 28.0 – 28.3 US mpg*)

Combined CO₂ emissions in g/km: 192 191 – 188 (*309.0 307.4 – 302.6 g/mi*)

(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 bi-turbo consumes just 9.6 liters of fuel per 100 kilometers (*24.5 US mpg*), corresponding to 223 grams of 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 using 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 discs.

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 to the super sports car level.

In just 3.7 seconds, it sprints from 0 to 100 km/h (*62.1 mph*) – 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, the 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 grams of CO₂ per kilometer (*358.9 g/mi*). A best value in the segment.

Numerous design details reinforce the prominent position of the 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 performance

The RS 7 Sportback performance offers an increase in power. Its 4.0 TFSI engine outputs up to 445 kW (605 hp) and delivers up to 700 Nm *(516.3 lb-ft)* of torque to the crankshaft. Thanks to the overboost feature, the driver can even 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, the 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 of CO₂ per kilometer *(355.7 g/mi)*.

Numerous design details underscore the special position of the RS 7 Sportback performance. Besides the air inlet ducts with quattro logo and distinctive add-on parts with a matt titanium look, they include the exclusive Ascari blue, metallic paint finish as well as a color-coordinated design package for the interior.

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 TT RS and TT RS Roadster

A jury of international motor journalists has voted the 2.5 TFSI “Engine of the Year” seven 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. The turbo engine gains about a 17 percent increase in performance at an unchanged capacity of 2,480 cc. Despite increased performance, the fuel consumption of the TT RS Coupé is just 8.2 liters per 100 kilometers *(28.7 US mpg)*; the TT RS Roadster uses 8.3 liters *(28.3 US mpg)* on average.

At 294 kW (400 hp), the engine is more powerful than ever before. The engine’s maximum torque of 480 Nm *(354.0 lb-ft)* is available between 1,700 and 5,850 rpm. It ensures fantastic pulling power, accompanied by an unmistakable sound. Cylinders positioned directly beside each other and far away from each other fire alternately. This brings with it a very special rhythm. The TT RS Coupé accelerates from 0 to 100 km/h *(62.1 mph)* in 3.7 seconds, the Roadster in 3.9 seconds – this corresponds to the level of a supercar. Audi can govern the top speed at 250 km/h *(155.3 mph)* or an optional 280 km/h *(174.0 mph)*.



The power of the 2.5 TFSI engine flows to the quattro permanent all-wheel drive via a seven-speed S tronic that shifts at lightning speed. Its multi-plate clutch distributes forces fully variably between the two axles. This ensures a strong grip and a high level of driving enjoyment. Torque vectoring makes handling even more agile and safe.

In addition to its light weight, the Audi TT RS has its sporty chassis to thank for its outstanding driving dynamics. 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 optionally available. At the back, a steel monoblock disc is used. As an option, Audi supplies the RS sport suspension plus adaptive dampers featuring magnetic ride technology. In this case, the damping characteristic can be influenced electronically in three stages. The control technology is integrated into the Audi drive select dynamic handling system.

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.

Audi TT RS Coupé

Combined fuel consumption in l/100 km: 8.4 – 8.2 *(28.0 – 28.7 US mpg)*

Combined CO₂ emissions in g/km: 192 – 187 *(309.0 – 300.9 g/mi)*

Audi TT RS Roadster

Combined fuel consumption in l/100 km: 8.5 – 8.3 *(27.7 – 28.3 US mpg)*

Combined CO₂ emissions in g/km: 194 – 189 *(312.2 – 304.2 g/mi)*



Audi R8 Coupé

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 Coupé V10 plus 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 Coupé 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 tautens the sides.

Large air inlets with vertical fins and LED headlights flank the wide, low-slung Singleframe grill that has a three-dimensionally 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 1,580 kg (*3,483.3 lb*), and the dry weight is a low 1,479 kg (*3,260.6 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 multi-material construction. It comprises 79 percent aluminum and 14 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 to 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. In certain operating modes, when drivers take their foot off the gas pedal at speeds over 55 km/h (*34.2 mph*), the engine is decoupled from the drivetrain and the R8 Coupé goes into a coasting mode. At a standstill, a start-stop system switches off the V10 power unit. If desired, this function can be deactivated.

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.

Suspension

The motorsport DNA of the Audi R8 Coupé 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. As an alternative, Audi offers dynamic steering for more direct steering characteristics. Besides integrating the quattro drive system, Audi drive select also integrates other systems into its four modes (auto, comfort, dynamic and individual): 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 arc-shaped monoposto that wraps around the cockpit. The instrument panel appears to float weightlessly, and filigree-shaped controls for the automatic air conditioning 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 or 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 gauges are arranged around it – for torque, power, oil temperature, tire temperatures, g-forces and lap times on the race track, for example.

Equipment

The Audi R8 Coupé also comes with a generous set of standard equipment. One highlight is MMI navigation plus with MMI touch. The driver operates the system from the steering wheel, the MMI terminal on the console of the center tunnel or using spoken commands. Audi connect is the perfect component to complement MMI navigation plus. It brings the R8 online using the high-performance LTE standard. The Sound System from Bang & Olufsen with loudspeakers in the head restraints and the Audi phone box round out the infotainment lineup.

Audi R8 Spyder

Convertible top

The R8 Spyder has a lightweight soft top which tapers into two fins. These stretch the cloth so that it harmonizes perfectly with the athletic design of this high-performance sports car, in much the same way as the large CFRP hood compartment cover does. An electrohydraulic drive opens and closes the soft top in 20 seconds at vehicle speeds up to 50 km/h (*31.1 mph*). The rear window, sunk into the bulkhead, can be retracted and extended. With all windows up, the air stream strokes the body with a minimum of turbulence.

Body

Without the driver, the open-top two-seater weighs only 1,720 kilograms (*3,792.0 lb*). Its strong backbone is the newly developed Audi Space Frame (ASF) using the multi-material construction principle, made from aluminum and carbon fiber. The aluminum components make up 79.6 percent of its weight. In a progression from the R8 Coupé, they form a lattice that Audi's engineers have used to incorporate specific reinforcements especially into the sills, A-pillars and windshield frame. Innovative manufacturing methods lower the weight of individual components by up to ten percent. The result: the highly rigid body weighs just 208 kilograms (*458.6 lb*), and its torsional rigidity has increased by over 50 percent compared with the previous model.



Drive system

The powerful mid-engine with dual injection system sets the tone in the new Audi R8 Spyder V10. The naturally aspirated 5.2-liter engine has a dynamic throttle response. Its sporty sound – which can be optionally amplified by a sport exhaust system with gloss black tailpipe trims – is goosebump-inducing. 397 kW (540 hp) of power and 540 Nm (*398.3 lb-ft*) of torque at 6,500 rpm deliver phenomenal road performance: from 0 to 100 km/h (*62.1 mph*) in 3.6 seconds, and a top speed of 318 km/h (*197.6 mph*). Efficiency technologies such as the new freewheeling mode, where the R8 coasts with the engine decoupled, also improve fuel efficiency by ten percent compared with the predecessor model. The new R8 Spyder consumes 11.7 liters per 100 kilometers (*20.1 US mpg*), corresponding to 277 grams of CO₂ per kilometer (*445.8 g/mile*).

Engine lineup

- 5.2 FSI quattro with 397 kW (540 hp)

Combined fuel consumption in l/100 km: 11.7 (*20.1 US mpg*)

Combined CO₂ emissions in g/km: 277 (*445.8 g/mi*)

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

Behind the V10 there is a seven-speed S tronic with lightning-fast action, which the driver controls electrically – by wire. The dual-clutch transmission directs forces to a newly designed quattro drive system via a multi-plate clutch at the front axle that features electrohydraulic activation. The all-wheel clutch, water-cooled for maximum performance, distributes the drive torques fully variably according to the driving situation – in extreme cases, up to 100 percent to the front or rear wheels.

Interior

Operation is totally focused on the driver. The latter can control all important functions with the multifunction and satellite buttons of the steering wheel without having to take their hands off the wheel or look away from the road. The large 12.3-inch, fully digital Audi virtual cockpit presents all information using rich 3D graphics – if desired, in a special performance view that includes driving dynamics information.

The intuitively operated MMI navigation plus with MMI touch is standard, as are belt microphones. These make it even easier to use natural-language voice control and the phone.



Infotainment and Audi connect

With the Audi smartphone interface, a new technology makes its entrance in the R8 Spyder. This makes it possible to display selected content from the smartphone directly in the Audi virtual cockpit. The Audi phone box can also be supplied. It connects cellular phones to the car's antenna and allows them to be charged inductively. Audi connect gets the R8 Spyder online via LTE and provides a wide range of services – from online media streaming to real-time traffic information. The Bang & Olufsen Sound System is another highlight: for the first time, Audi integrates two head restraint loudspeakers into each seat, for an excellent audio experience even when driving with the top down.