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Technology update for the compact bestseller – the new Audi A3

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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.

Summary

Technology update for the compact bestseller – the new Audi A3

The success model from Audi has become even more attractive: The Audi A3 approaches the starting line with new driver assistance systems and engines as well as newly designed headlights and taillights. Also new on board is the innovative operating and display concept, the Audi virtual cockpit. The new A3 is available as a three-door version*, a Sportback*, a Sedan* and as a Cabriolet*. The sport version of the Audi S3* comes with numerous innovations and has enhanced its dynamic potential even further. With the Audi A3 Sportback e-tron* and the Audi A3 Sportback g-tron* the A3 series offers the most versatile line of drive systems in the premium compact segment.

Driver assistance systems from the Audi full-size class

With numerous driver assistance systems the new Audi A3 raises the bar in the premium compact segment a bit higher. The further developed Audi active lane assist and Audi pre sense front, including predictive pedestrian protection, make town & country driving even safer.

New in the segment is the traffic jam assist, which works together with Audi adaptive cruise control (ACC) with its Stop&Go feature. The optional system keeps the car at a safe distance from the vehicle in front, and in combination with the S tronic automatically sets the vehicle in motion again after a short stop. In sluggish traffic up to 65 km/h (*40.4 mph*) the traffic jam assist even briefly takes over the steering on well-paved roads. Another new feature for the A3 family is the optional emergency assist. This system initiates braking down to a safe stop if despite warnings no steering activity by the driver is detected. The new cross traffic assist rear warns the driver about cross traffic when slowly backing out of a perpendicular parking space, for example.

Controls & displays, infotainment and Audi connect

The highlight in the interior 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 driver can switch between two views by pressing the “View” button on the multifunction steering wheel. In classic mode, the instruments appear as large as the usual analog displays. In infotainment mode, on the other hand, a central window predominates that provides more space for the navigation map or shows clearly arranged lists for the phone, radio and audio sectors. Tachometer and speedometer appear as small round clocks.

The menu structure in the MMI system has been redesigned. Operation with its flat hierarchies is based on smartphones.

The central feature of the MMI terminal is the round rotary push-button control, whose ring is illuminated in white in the top version. On its surface is the touch-sensitive touchpad for entering characters and for multi-finger gestures, allowing the driver to zoom in and out of the map. Above and beside the rotary push-button control are rocker switches and buttons with which the driver can navigate through the newly designed menu structure. The further developed voice control for navigation, radio, media and phone now also understands many phrases from everyday language.

In infotainment, the new Audi A3 again sets new standards. The MMI radio plus with the electrically extending seven-inch monitor is standard equipment. 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 include, for example, navigation with Google Earth and Google Street View, traffic information in real time as well as practical information on parking, destinations, news or the weather. They are transmitted via the super-fast LTE standard. The flat rate data plan required for this is included, thanks to the new Audi connect SIM card permanently installed in the vehicle. The customer receives this embedded SIM (e-SIM) card with the Audi connect equipment in many European countries. 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.

The free Audi MMI connect app enables further services, such as online media streaming as well as transfer of a calendar from the smartphone to the MMI. For the A3 e-tron*, services for programming the charging process, departure time and climate control are also available.

Cell phones with iOS and Android operating systems are integrated into the car via the Audi smartphone interface. The Audi phone box in the center armrest wirelessly connects the cell phone to the car antenna per near-field coupling and allows inductive charging.

Newly designed trim lines

Despite hardly any dimensional changes – 4.24 meters (*13.9 ft*) long and a wheelbase of 2.60 meters (*8.5 ft*) – the new Audi A3 appears even sportier and more expressive than before; its Singleframe grill is more sharply contoured and wider. The headlights are flatter with distinctive outside contours.

The rear accentuates the width of the new A3 – with the horizontal lighting graphics of the rear lights and the separation edge above the newly styled diffusor. The color range has been expanded. Twelve paint colors are available to choose from, including the five new colors Ara blue, cosmos blue, nano gray, tango red and Vegas yellow. For the S line exterior package, paintwork in Daytona gray, pearl effect has been reserved.

New for the A3 are the modular trim lines. They afford the customer even greater freedom of choice and for the first time also influence the details of the exterior. In addition to the base models, in the future there will be the two lines sport and design, through which the S line sport package and the design selection range.

Extensively overhauled: the engine lineup

The engine lineup for the Audi A3 comprises six engines: three gasoline and three diesel units. Their power output ranges from 81 kW (110 hp) to 140 kW (190 hp). All A3 models meet the EU6 standard.

With the 1.0 TFSI, Audi for the first time offers a three-cylinder engine in the Audi A3 series. This compact engine provides 85 kW (115 hp) and delivers 200 Nm (*147.5 lb-ft*) of torque from 2,000 to 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 model. 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*).

The 1.4 TFSI COD ultra comes with cylinder-on-demand efficiency technology, switching off two cylinders when that power is not required. The engine with 1,395 cm³ displacement affords 110 kW (150 hp) of power and develops 250 Nm (*184.4 lb-ft*) of torque. The average fuel consumption in combination with the manual transmission is just 4.5 liters per 100 kilometers (*52.3 US mpg*) – corresponding to 105 grams of CO₂ emitted per kilometer (*169.0 g/mi*).

A technical highlight is the completely newly developed 2.0 TFSI with its innovative combustion method. From a displacement of 1,984 cm³ it generates 140 kW (190 hp), and between 1,500 and 4,200 rpm it provides 320 Nm (*236.0 lb-ft*) of torque. In just 6.7 seconds the A3 with the newly developed seven-speed S tronic sprints from 0 to 100 km/h (*62.1 mph*), reaching a top speed of 244 km/h (*151.6 mph*). The NEDC consumption in combination with manual transmission is 5.5 liters per 100 kilometers (*42.8 US mpg*), with a CO₂ emission level of 126 grams per kilometer (*202.8 g/mi*).

The 1.6 TDI with 81 kW (110 hp) achieves outstanding consumption values. The four-cylinder engine consumes just 3.8 liters of fuel per 100 kilometers (*61.9 US mpg*) on average, which corresponds to 99 grams of CO₂ per kilometer (*159.3 g/mi*) (with S tronic).

Audi offers two performance levels of the four-cylinder TDI engine with 1,968 cm³ displacement in the new A3. The 2.0 TDI comes optionally with 110 kW (150 hp) and 340 Nm (*250.8 lb-ft*) from 1,750 to 3,000 rpm or 135 kW (184 hp) and 380 Nm (*280.3 lb-ft*) at 1,750 to 3,000 rpm.

In combination with the manual six-speed transmission, the 110 kW version consumes 4.0 liters of fuel per kilometers (*58.8 US mpg*) on average, corresponding to 105 grams CO₂ per kilometer (*169.0 g/mi*). The 135 kW version with S tronic and quattro drive consumes merely 4.7 liters of fuel (*50.0 US mpg*), corresponding to 124 grams CO₂ per kilometer (*199.6 g/mi*) in the NEDC cycle.

The 2.0 TFSI engines are accompanied by a totally new seven-speed dual-clutch transmission with wet clutch. It supersedes the previous six-speed dual-clutch transmission.

The new Audi A3 distributes the engine power to the front wheels as standard. For the gasoline versions, quattro all-wheel drive is available for the 2.0 TFSI, and for the 2.0 TDI for diesel engines. The Audi S3 is equipped with quattro all-wheel drive as standard.

The suspension of the new Audi A3 is tuned for impressively balanced sportiness. In the case of the optional sport suspension, the body lies 15 millimeters (*0.6 in*) lower, and 25 millimeters (*1.0 in*) lower with the S line sport suspension. The electromechanical power steering is both sensitive and efficient. On request, for many models Audi provides progressive steering, also electrically assisted and standard in the Audi S3.

The new Audi A3 comes with 16-inch wheels as a standard feature, with 17-inch wheels provided in the design and sport trim lines. The broad range of optional 17-, 18- and 19-inch wheels contains new designs. The lineup of tires has also been overhauled and offers improved performance with optimized roll resistance.

First time in the segment: Matrix LED headlights

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.

Systematic lightweight design has brought the curb weight (without driver) of the new Audi A3 with the 1.0 TFSI engine down to just 1,150 kg (*2535.3 lb*) – the best value in its class. The body of the new Audi A3 is impact-resistant and rigid to a high extent. A sound-absorbing windshield is standard.

The interior offers the top quality typical of Audi. The newly designed three-spoke steering wheel is optionally available as a heated version. For more comfort on longer journeys, the new A3 Audi comes with a driver's seat with massage function.

Sustainably on the road: the new Audi A3 Sportback e-tron

The plug-in hybrid version, the Audi A3 Sportback e-tron*, combines a 1.4 TFSI engine producing 110 kW (150 hp) of power and 250 Nm of torque (*184.4 lb-ft*) with an electric motor generating 75 kW and 330 Nm (*243.4 lb-ft*). The system power of 150 kW (204 hp) enables a sporty driving performance.

Full charging of the lithium-ion battery (8.8 kWh) takes a little over two hours with a 380-volt three-phase current supply.

The new Audi A3 Sportback g-tron

With the A3 Sportback g-tron* Audi offers further drive alternatives: As an alternative to fossil natural gas, the compact five-door model can use Audi e-gas as fuel, whose production has a practically neutral effect on the environment.

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

In the NEDC cycle, the Audi A3 Sportback g-tron needs only 3.3 kilograms (*7.3 lb*) of natural gas or Audi e-gas per 100 kilometers (*62.1 mi*), corresponding to 89 grams CO₂ per kilometer (*143.2 g/mi*).

More power: the new Audi S3

7 kW (10 hp) more power, and in combination with the S tronic 20 Nm (*14.8 lb-ft*) more torque – in the Audi S3* Audi has once again raised the bar. In addition, the engineers have integrated a S3-specific control system for the Electronic Stabilization Control (ESC) system and multi-plate clutch. The result: even greater driving dynamics, driving pleasure and safety.

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 rpm. Its NEDC fuel consumption is 6.4 liters per 100 kilometers (*36.8 US mpg*), corresponding to 146 grams CO₂ per kilometer (*235.0 g/mi*). The S3 Sportback, the S3 Sedan and the S3 Cabriolet also profit from the extensive new features.

The new Audi A3 model series went on sale in late April, with the first deliveries to customers to take place in summer. The base price of the Audi A3 in Germany is 23,300 euros.

At a glance

The new Audi A3 model series

Driver assistance systems

- Pioneering new systems:
Traffic jam assist and emergency assist, Audi pre sense front with predictive pedestrian protection, cross traffic assist rear
- Optimized systems:
Parking system plus, Audi active lane assist, Audi side assist, camera-based recognition of traffic signs with speed warning, adaptive cruise control, park assist system (forwards perpendicular parking now possible)

Controls and displays

- Electrically extending MMI monitor with 7-inch diagonal as standard feature
- On request, Audi virtual cockpit and MMI navigation plus with MMI touch
- New MMI operating concept including free text search (MMI search) and handwriting recognition, natural language control

Infotainment and Audi connect

- Modular infotainment platform with NVIDIA Tegra 30 chip
(Audi connect with LTE module Audi connect SIM including EU-wide roaming, Wi-Fi hotspot with data packets optional)
- New Audi connect services and Audi MMI connect App for iOS and Android
- Audi smartphone interface for connecting iOS and Android devices
- Audi phone box for inductive charging and near-field coupling

Drivetrain and chassis

- Three TFSI and three TDI engines, from 81 kW (110 hp) to 140 kW (190 hp)
- New 1.0 TFSI: three-cylinder turbo with 85 kW (115 hp)
- New 2.0 TFSI with newly developed combustion process; fuel consumption is only 5.5 liters per 100 km (*42.8 US mpg*), or 126 grams CO₂ per km (*202.8 g/mi*).
- Pioneering drive alternatives:
A3 Sportback e-tron* and A3 Sportback g-tron*
- Newly developed seven-speed S tronic for 2.0 TFSI engines
- Audi drive select driving dynamics system, Audi magnetic ride optional

Body and exterior design

- Length 4,241 millimeters (*13.9 ft*), wheelbase 2,602 millimeters (*8.5 ft*), width 1,777 millimeters (*5.8 ft*), height 1,424 millimeters (*4.7 ft*) (values for Audi A3)
- More sharply contoured and wider Singleframe grill, new headlight design
- Optional LED and Matrix LED headlights with dynamic turn signals, Traffic sign glare control and cornering lights
- New rear light design
- Innovative equipment concept with the sport and design lines – for the first time with exterior differentiation

Interior and equipment

- Driver's seat with massage function optionally available
- Additional USB port below the instrument panel
- White backlit control knobs and switches in the cockpit
- More flexibility: optional rear seat backrests can be split in the ratio 40:20:40
- New options: illuminated decorative trims and illuminated door sill trims
- Swivelling trailer hitch, electrically released at the press of a button

Audi A3 Sportback e-tron

- Plug-in hybrid model with 150 kW (204 hp) system output
- LED headlights standard with LED daytime running lights, specific e-tron signature and welcome function
- New e-tron-specific indicators for the Audi virtual cockpit
- Audi connect e-tron services

Audi A3 Sportback g-tron

- 1.4 TFSI with 81 kW (110 hp), over 400 km (*248.5 mi*) range with gas operation, very low fuel costs and emissions
- Audi e-gas: sustainable alternative to fossil natural gas

Audi S3

- 7 kW (10 hp) more power, up to 20 Nm (*14.8 lb-ft*) more torque, 2.0 TFSI now with 228 kW (310 hp) and 400 Nm (*295.0 lb-ft*) (only with S tronic)
- New seven-speed S tronic with freewheeling function
- Firmer S sport suspension, Audi magnetic ride suspension optionally available, specially tuned 18-inch Performance tires
- S3-specific control system for ESC and multi-plate clutch
- Expressive exterior design, exclusive paint finishes in Navarra blue metallic and panther black, crystal effect

Full version

The new Audi A3 – even more attractive and dynamic

The success model from Audi has become even more attractive: The Audi A3 approaches the starting line with new driver assistance systems and engines as well as newly designed headlights and taillights. Also new on board is the innovative operating and display concept, the Audi virtual cockpit. The new A3 is available as a three-door version*, a Sportback*, a Sedan* and as a Cabriolet*. The sport version of the Audi S3* comes with numerous innovations and has enhanced its dynamic potential even further. With the Audi A3 Sportback e-tron* and the Audi A3 Sportback g-tron* the A3 series offers the most versatile line of drive systems in the premium compact segment.

Driver assistance systems

With its diverse range of new driver assistance systems, the Audi A3 raises the bar in the premium compact class even higher. Some of these systems, such as the attention assist, are even standard equipment. Optional solutions are available separately or as assistance packages.

In town and country: more safety

From a speed of 65 km/h (*40.4 mph*), Audi active lane assist helps the driver to stay in the driving lane. Its signal source is the front camera that recognizes markings on the road. Once the new Audi A3 approaches a lane marking without the turn signal being operated, the system assists the driver by means of a slight intervention in the electromechanical steering system, and steers the car back into its lane. By means of the MMI system the driver can choose whether this support should take place at an early stage or only shortly before crossing the line. If the driver opts for early intervention, the system will also guide the car to the center of the lane. In addition, the driver can set a steering wheel vibration as a warning signal.

Audi pre sense front

The optional Audi pre sense front system, including predictive pedestrian protection, scans the road for other vehicles through the entire speed range and up to 65 km/h (*40.4 mph*) for pedestrians. On threat of a collision, the system warns the driver according to a graduated concept: If necessary, it initiates automatic partial braking, and depending on the situation full deceleration as well. Depending on the situation, a brake intervention can either completely avoid an accident or mitigate its severity thanks to a lower collision speed. If necessary, Audi pre sense basic also kicks in, initiating preventive measures to protect the occupants. The front seat belts are electrically tensioned, and the windows and the sunroof are closed.

Traffic jam assist

In slow-moving traffic at speeds of less than 65 km/h (*40.4 mph*), the optional traffic jam assist takes over not only the following distance but if necessary also the steering. Based on the data acquired from radar sensors and the front camera, the assist drives the car within the system limits, if adaptive cruise control is active. The traffic jam assist positions itself using the road markings and the preceding vehicles, among other things.

The emergency assist (only with S tronic) is enabled if, despite warnings with braking jolts, acoustic signals and flashing, no steering activity by the driver is detected. If the driver continues not to respond, the system initiates braking up to a safe stop through slight decelerations, if adaptive cruise control is enabled.

The optional adaptive cruise control (ACC) Stop&Go driver assistance system keeps the new Audi A3 at a safe distance from the preceding vehicle. The driver can then choose between five distances and adjust acceleration and dynamics in the control system via Audi drive select. Utilizing the signals from the front radar sensor and in interplay with the S tronic, the system covers the full speed range from 0 to 200 km/h (*124.3 mph*); with manual transmission coverage begins at 30 km/h (*18.6 mph*).

The Stop&Go function of the ACC (only with S tronic) brakes the new A3 up to a full stop and lets it start off again automatically at the driver's request. If the system's distance control function is disabled, the distance indicator shows the time gap to the preceding vehicle as of 65 km/h (*40.4 mph*) and warns the driver about approaching too closely.

The camera-based recognition of traffic signs completes the lineup of driver assistance systems. It detects many different kinds traffic signs, including digital displays and auxiliary signs, and presents them to the driver as graphics in the instrument cluster. In addition, the driver can opt for a visual warning if the sign-based speed limit is exceeded. A design-related maximum speed for trailer operation can be set.

Relaxed parking

The new cross traffic assist rear is enabled when the parking system is activated. In this case, the cross traffic assist rear warns the driver of approaching vehicles it deems critical when slowly reversing, as when pulling out of a perpendicular parking spot. The warning occurs in graduated form – visually and if necessary acoustically as well as with a warning jolt. The data from the rear radar sensor serve as the basis.

The systems for convenient parking are headed by the park assist. Its twelve ultrasonic sensors can detect obstacles anywhere surrounding the new Audi A3. The park assist relieves the driver's steering work when entering parking spaces; if necessary it also intervenes in multiple stages – and now also moves the vehicle forward into perpendicular spaces. The rearview camera (with trailer towing hitch in trailer mode) is a useful supplement in spots with obstructed views.

Display and controls

With its innovative display and control concept, the new A3 model series sets standards in the premium compact segment. The central building blocks are the Audi virtual cockpit and MMI touch, both sold separately.

Standard on the new Audi A3 are large, easy-to-read round dials for engine speed, and vehicle speed.

Audi virtual cockpit

With the Audi virtual cockpit, a high-end extra has entered the premium compact segment. On a 12.3-inch diagonal TFT screen with a resolution of 1,440 x 540 pixels, the most important driving-relevant information is displayed with flexible, animated 3D graphics.

The tachometer is recalculated 60 times per second, so that the virtual needle runs smoothly and with high precision. Scrolling operations, such as scrolling through lists, are based on a physical model that considers such theoretical factors as inertia, elasticity and damping. Working in background for the Audi virtual cockpit is a high-performance Tegra 30 processor supplied by Audi joint venture partner NVIDIA.

The driver can switch between two views by pressing a button on the steering wheel. In Infotainment mode, a central window dominates the view – it affords space for the navigation map or lists from the phone, radio and media sectors. The tachometer and speedometer are displayed as small dial instruments on the right and left. In the classic view, the instruments are approximately as large as previous analog instruments, and the center display window is therefore smaller.

The Audi virtual cockpit, available in the new Audi A3 along with MMI navigation plus with MMI touch, presents information comprehensively and in versatile form. The spectrum ranges from the clear map display through the dynamic animated graphics and infotainment items, including connect services, to the graphics of some assistance systems. At the lower edge of the Audi virtual cockpit, displays for outside temperature, time and mileage are permanently visible, as are warning and information symbols. The display changes its context-related color scheme according to the main menu selected. In the Media menu, for example, it is illuminated orange, while green is used for the Phone menu.

New MMI operating concept

Another technical highlight of the A3 model series is the new MMI system. Its menu structure has been redesigned from the ground up; operation with its flat hierarchies is based on contemporary smartphones. An intelligent, easy-to-use logic replaces static menu trees, and frequently used functions can be reached with just a few clicks.

The centerpiece of the terminal is the round rotary push-button control, whose ring is illuminated with the optional MMI touch. Its user interface includes a touch-sensitive touchpad for entering letters, numbers and operation with single or multi-finger gestures, allowing the driver to zoom within the map.

Toggle switches for the most important basic menus Navigation/Map, Phone, Radio and Media are located above the rotary push-button control. The generic Menu button and the Back function are centrally located below, with only one button each located to the left and right of the rotary push-button control.

The left button retrieves the redesigned function menus assigned to the basic menus. In the Radio menu, for example, this is where the band selection function is found; in the Map menu, traffic information. Similar to the right mouse button with a PC, the right button in turn reveals context-specific options and preferences. The driver can get directions to an entered destination in the navigation system, for example, display nearby parking lots or save the destination to the Favorites list.

A particular highlight of the new system is MMI search, which is available for all basic menus and like a search engine uses plain text input. It generally answers queries after just a few letters, taking into consideration the car's current location. When searching for a place to eat, for instance, only the name of the restaurant and the first letters of the city need be entered, and a list of hits throughout Europe appears together with the addresses will appear. Searching for songs, albums and radio stations also proceeds in this way.

Voice control

Voice control in the new Audi A3 has also been intensively developed further. The voice control system understands a large number of everyday expressions. To call a contact, the driver can just say "I want to call Peter Miller." The navigation system also responds to natural language inputs ("Where can I find a fueling station?", "Where is the nearest Italian restaurant?"). This control system, which also allows dictation of text messages, is also available in the Radio and Media menus.

Infotainment and Audi connect

MMI navigation plus with MMI touch draws upon the concentrated power of the Audi modular infotainment platform (MIB). Its central computer comprises two main units – the radio car control unit and the MMX board (MMX = Multi-Media eXtension). The board is a plug-in module. Audi keeps it at the state of the art during the development process in order to bring innovations in consumer electronics into the car at an early stage.

The new Audi A3 uses the MIB of the second generation. It integrates in the MMX board a Tegra 30 processor from joint-venture partner NVIDIA. Together with a special 3D graphics program, the quad core chip from the Tegra 3 series handles all online, media, voice control, navigation and phone functions. With a clock frequency over one gigahertz and a powerful graphics card, it performs up to 8 billion computations per second.

MMI radio plus is standard in the new Audi A3. It comes with eight speakers, an SDXC card reader, an AUX port, Bluetooth and voice control for phone and radio. The electrically extending MMI monitor is also standard. It has a seven-inch diagonal and a resolution of 800 x 480 pixels. The rotary push-button control forms the centerpiece of the MMI control concept.

The optional MMI navigation system also offers the following additional features: two card readers, a voice control system, a navigation function with the data lying on a memory card, an LTE data module with Wi-Fi hotspot for fast internet access and Audi connect services free of charge for three months. Added to the rotary push-button control in the MMI navigation is a joystick feature for changing between the individual menus. The MMI also provides access to the voice control of the smartphone, displays emails and reads them aloud.

As a top-of-the-line equipment item, Audi offers MMI navigation plus with MMI touch for the new A3. Beyond the scope of MMI navigation, it comprises a 10 GB flash memory, a DVD drive, Audi connect services for three years as well as up to five free navigation updates (available at six-month intervals). MMI navigation plus operates in close coordination with many assistance and safety systems.

Audi smartphone interface and Audi phone box

Another feature is the Audi smartphone interface, bringing Apple CarPlay and Android Auto on board the new Audi A3. If the customer connects an iOS or Android smartphone to the USB port (iOS from 7.1, Android from 5.0 Lollipop), the smartphone's contents such as navigation, phone, music and select third party apps are offered in a separate MMI menu. Apple CarPlay and Android Auto can be controlled at the multifunction steering wheel, by voice command and with the rotary push-button control. The offer will continue to expand through third-party apps like Pandora, Spotify and WhatsApp.

The Audi phone box in the front center armrest wirelessly connects the cell phone to the car antenna through near-field coupling and allows inductive charging according to the Qi standard, if the cell phone or other devices are suitable for this purpose. A coil in the bottom of the box inductively transmits the current to the receiver coil in the smartphone.

Audi connect

The mobile infotainment system of the new Audi A3 offers pioneering solutions. In conjunction with the Audi connect module, MMI navigation plus with MMI touch brings customized online services into the cockpit. They are transmitted via the fast LTE standard. 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.

The Audi connect SIM is based on the cooperative arrangement between Audi and Cubic Telecom, a leading provider of global seamless connectivity solutions. The Audi connect SIM is activated free of charge for a period of three years from the purchase of a new A3. An Audi service partner can reactivate it at the end of this period for a fee.

The range of services from Audi connect is impressively diverse, from navigation with Google Earth and Google Street View to traffic information online and parking space searching. In addition, the social network Twitter can be used in the car.

The free smartphone app Audi MMI connect provides further services in the new Audi A3. Online media streaming with access to Napster and AUPEO! as well as the new Web radio offer multi-faceted entertainment. Music data are transmitted by Wi-Fi from the smartphone to MMI navigation plus and from there to the sound system. In addition, route destinations can be transmitted from the smartphone to the car. By means of the function "myAudi destinations," the customer can import these destinations either from Google Search, from personal contacts or from the calendar.

The new Calendar service transfers a smartphone's calendar to the car – specified appointment places can be copied from the calendar to the navigation system as destinations, and a person's phone number can be directly dialed and saved as a contact. On request, the system reads place, time and content of the appointment.

Independently of the integrated Audi connect services, data packages for the Wi-Fi hotspot can also be flexibly booked via a special Web portal or directly in the car – quickly and conveniently through the MMI system. Alternatively, customers can use their own SIM card in the car and establish Wi-Fi internet access through their own cellular provider. In this case, the data volume used by the Audi connect services will be charged to the customer's SIM card and the Audi connect SIM temporarily deactivated.

Engines

The engine lineup for the new Audi A3 comprises altogether six units: three gasoline and three diesel engines. Their power output ranges from 81 kW (110 hp) to 140 kW (190 hp). As supercharged direct-injection engines, all units embody the rightsizing philosophy of Audi and meet the emissions standard Euro 6. With the 1.0 TFSI, Audi for the first time offers a three-cylinder engine in the A3 model series.

More power and greater efficiency: the new 1.0 TFSI

The 1.0 TFSI with a displacement of 999 cm³ provides 85 kW (115 hp) and delivers 200 Nm (*147.5 lb-ft*) of torque at 2,000 to 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*) (manual transmission). 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*).

The compact design of the three-cylinder engine and its aluminum crankcase make for a weight of only 88 kilograms (*194.0 lb*). The forged connecting rods and aluminum pistons are so finely balanced that the engine does not need a balancer shaft for quiet and smooth running. There are twelve valves at work in the cylinder head; their intake and exhaust camshafts can be adjusted by 50 and 40 degree crank angles, respectively. The valve train module in which they rotate is lightweight and rigid. Below the module lies the exhaust manifold integrated in the cylinder head – an important part of high-performance thermal management.

Just like the crankcase, the head also has its own cooling circuit. Throughout the crank drive the masses are low in magnitude, as is the friction loss. The common-rail system builds up to 250 bar of injection pressure – a best value among TFSI engines.

Intelligent efficiency: the 1.4 TFSI COD ultra

The 1.4 TFSI COD ultra has a displacement of 1,395 cm³ and delivers 110 kW (150 hp); its 250 Nm (*184.4 lb-ft*) torque is available at 1,500 to 3,500 rpm. The sprint from 0 to 100 km/h (*62.14 mph*) takes just 8.1 seconds in the new Audi A3, the thrust ends at 220 km/h (*136.7 mph*). It consumes on average 4.5 liters per 100 kilometers (*52.3 US mpg*), corresponding to 105 grams CO₂ per kilometer (*169.0 g/mile*) (manual transmission).

The four-cylinder engine comes with a technology package similar to that of the 1.0 TFSI and additionally offers the pioneering efficiency technology COD (cylinder on demand). At loads up to 100 Nm (*73.8 lb-ft*), and when coasting, the system deactivates the second and third cylinders, provided that the engine speed lies between 1,400 and 4,000 rpm.

Electromagnetically extended pins move the cam pieces on the cam shafts – sleeves that each carry two different cam sections. When the zero-stroke profiles are rotating above the valves, they do not actuate the valves, and the valve springs keep them closed. Injection and ignition are deactivated. The switchover process takes just milliseconds. The operating points in active cylinders one and four are displaced toward higher loads, increasing efficiency. Even with a firing angle of 360 degrees, vibration of the 1.4 TFSI COD is still very low and the engine is quiet. When the accelerator pedal is depressed, the shut-down cylinders are reactivated.

New high-tech engine: the 2.0 TFSI

From a displacement of 1,984 cm³ the 2.0 TFSI generates 140 kW (190 hp); it provides 320 Nm (*236.0 lb-ft*) of torque between 1,500 and 4,200 rpm. The all-new engine design combines sporty power and exemplary efficiency: In just 6.7 seconds the new A3 with the seven-speed S tronic sprints from 0 to 100 km/h (*62.1 mph*), reaching a top speed of 244 km/h (*151.6 mph*). The manual transmission model attains an NEDC consumption rate of just 5.5 liters per 100 kilometers (*42.8 US mpg*), which equates to CO₂ emissions of 126 grams per km (*202.8 g/mi*).

The high-tech four-cylinder engine embodies a new strategy: the continued development by Audi of successful engine downsizing into rightsizing. In a moderate gear, customers of the new Audi A3 experience the consumption benefits of a smaller unit; for a sporty driving style they need not accept its disadvantages. The relatively large displacement is no handicap, but rather a prerequisite for an innovative combustion process.

The new combustion process takes advantage of a longer expansion of the combustion gas in order to convert thermal energy more effectively. This is possible in the 2.0 TFSI thanks to the real shortening of the compression phase in conjunction with a higher compression ratio of now 11.7:1.

The intake valves close much earlier than usual – in interplay with an increased pressure in the intake manifold they reduce throttle losses during intake in the partial load range. Owing to the shortened compression, for compressing a particular certain mass of fresh gas to the compression pressure of a comparable 1.4-liter engine, the 2.0 TFSI requires about the same effort as the 1.4 TFSI. In the subsequent expansion phase, the engine delivers work and fully exploits the two liters of displacement.

The approximately 40 percent longer expansion of the combustion gas compared with the 1.4 TFSI leads to more engine work delivered at the same rate of fuel consumption. This leads to a significant increase in efficiency in wide areas of the characteristic map.

So that the charge sufficiently swirls despite the short inlet time, the combustion chambers, piston recesses and inlet ducts as well as the turbocharging of the new 2.0 TFSI are specially tuned to the new combustion method. At higher loads, the Audi valvelift system closes the intake valves later and thereby allows higher filling for good power and torque delivery. The injection pressure is increased to 250 bar.

The technical finesses of the new 2.0 TFSI also include the exhaust manifold integrated in the cylinder head, the rotary slide module for thermal management, the Audi valvelift system (AVS) for the intake valves and the electrical wastegate of the turbocharger and dual injection – in the partial load range indirect intake manifold injection direct injection.

Powerful: the 1.6 TDI

The 1.6 TDI with 1,598 cm³ displacement delivers 81 kW (110 hp) and between 1,500 and 3,000 rpm a torque of 250 Nm (*184.4 lb-ft*). For the standard sprint from 0 to 100 km/h (*62.1 mph*) the new A3 requires 10.5 seconds and reaches a top speed of 200 km/h (*124.3 mph*).

The compact diesel achieves outstanding fuel economy: Fuel consumption is just 3.8 liters of fuel per 100 kilometers (*61.9 US mpg*) on average, which corresponds to 99 grams of CO₂ per kilometer (*159.3 g/mi*) (with S tronic).

The 1.6 TDI is distinguished by consistently minimized internal friction. This concerns, among other things, the oil pump, the piston rings, the honing process of the cylinder barrels, the toothed belt and the carbon-coated pins of the cast aluminum pistons. Per operating cycle the piezo injectors of the common rail system carry out up to six individual injections.

In the intake manifold, a tangential duct channel puts the incoming air into a selective swirl motion. In the neighboring spiral duct, an adjustable valve dispenses the intake quantity depending on the load and engine speed. When the valve closes, the intake proceeds only via the tangential duct. A charger with adjustable turbine geometry completes the overall concept.

Supreme: the 2.0 TDI

Audi offers two performance levels of the four-cylinder TDI with 1,968 cm³ displacement. The 2.0 TDI in the new Audi A3 optionally comes with 110 kW (150 hp) and 340 Nm (*250.8 lb-ft*) at 1,750 to 3,000 rpm or 135 kW (184 hp) and 380 Nm (*280.3 lb-ft*) at 1,750 to 3,250 rpm.

The 2.0 TDI boasts sophisticated solutions, with separate coolant loops, two balance shafts in the crankcase, a cylinder pressure sensor, greatly reduced internal friction and a common rail injection system that maintains the fuel at a maximum pressure of 2,000 bar. High- and low-pressure exhaust gas recirculation as well as elaborate exhaust aftertreatment ensures low pollutant emissions.

Even the 110 kW version delivers a superior performance: The new Audi A3 with S tronic and front-wheel drive attains the 100 km/h (*62.1 mph*) mark from rest in 8.2 seconds and reaches a top speed of 218 km/h (*135.5 mph*). In combination with the manual six-speed transmission, it consumes 4.0 liters of fuel per kilometers (*58.8 US mpg*) on average, or 105 grams CO₂ per kilometer (*169.0 g/mi*).

The version with 135 kW (184 hp) combines high efficiency with even greater performance: Here the new Audi A3 with S tronic and quattro drive sprints to 100 km/h (*62.1 mph*) in 6.8 seconds, reaching a top speed of 230 km/h (*142.9 mph*). It consumes only 4.7 liters of fuel per 100 kilometers (*50.0 US mpg*) in the NEDC cycle and emits 124 grams CO₂ per kilometer (*199.6 g/mi*).

Drivetrain

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.

Like all Audi transmissions, the manual transmission is also widely spread – the lower gears have sporty short ratios, while the highest gear has a comparatively long ratio to reduce engine speeds in intercity travel. The six-speed transmission affords precise shifting over short distances and boasts a high degree of efficiency.

Dynamic and comfortable: the seven-speed S tronic

With the seven-speed S tronic the engine speed level in the mode S is slightly higher, while the D mode operates at more moderate rpms.

In cooperation with the optional Audi drive select dynamic handling system (standard with the sport line), there is a freewheeling function in the efficiency mode that further reduces fuel consumption. The selector lever serves manual control of the seven-speed S tronic; the driver can also shift gears using the rocker switches on the steering wheel.

The 2.0 TFSI engines* are accompanied by a totally newly developed seven-speed dual-clutch transmission with two wet clutch systems. It supersedes the previous six-speed dual-clutch transmission and is designed for higher torque values.

The new Audi A3 distributes the engine power to the front wheels by as standard. Among the gasoline-engined versions quattro all-wheel drive is available for the 2.0 TFSI*, and for the 2.0 TDI* and above among the diesel-engined models.

Power intelligently distributed: quattro drive

The quattro permanent all-wheel drive distributes the torque to both axles by means of a multi-plate clutch with hydraulic actuation and electronic control.

During normal driving, the clutch transmits most of the engine's power to the front wheels. Should traction decrease there, it can continuously redirect the torque to the rear within a few milliseconds. A piston compresses the plate packages in a controlled way; the required oil pressure is built up by an electrically operated axial piston pump and can reach almost 40 bar.

For the Audi S3*, engineers have specially tuned the quattro drive which comes as a standard feature, just as has already been done on the Audi TT and RS 3*. The control philosophy particularly takes into account variables in the driving dynamics. It is also based on the status of Audi drive select and Electronic Stabilization Control (ESC). The result is more frequent and pronounced torque distribution to the rear axle, which additionally supports the sporty driving characteristics of the Audi S3. During load changes, the distribution of torque allows precise turning into the bend.

When drifting on a low-friction road surface, it provides for maximum control, traction and reliability. The front axle straightens out the car again when exiting the corner.

Chassis

The suspension of the new Audi A3 has an impressively balanced sporty tuning. The front axle is a McPherson construction with wishbones; the multi-link rear suspension absorbs the longitudinal and transverse forces. 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 lies 15 millimeters (*0.6 in*) lower, and with the S line sport suspension 25 millimeters (*1.0 in*) lower.

The electromechanical power steering is sensitive and highly efficient; in straight-ahead driving it need not absorb any energy – an important contribution to the overall efficiency of the new Audi A3. Audi optionally supplies the also electrically operated progressive steering system (not available for 1.0 TFSI, 1.6 TDI, e-tron* and g-tron*), whose specially toothed steering rack yields different gear ratios, depending on the steering angle – somewhat more indirect around the center position, more direct at the maximum angle of turn. As a result, the car drives with even greater agility, and the driver need steer less on tight bends and when parking. In the Audi S3 progressive steering is standard.

Electronic Stability Control (ESC) completes the handling qualities perfectly. In fast cornering, wheel-selective torque control, a software function of the ESC, minimally brakes the inside front wheel (with front-wheel drive) or both inside wheels (with quattro drive). Both wheels of the axle can then transmit greater lateral force. The difference in propulsive forces causes the A3 to turn into the curve very slightly – making its handling even more precise, more neutral, sportier and more stable.

The ESC gives the driver the choice: in sport mode the system remains active, specifically increasing driving pleasure. In interplay with quattro drive, it supports spontaneous steering into bends and controlled drifting through active adjustment and slight braking interventions in oversteering. If the driver presses the ESC button for more than three seconds, the ESC will switch off completely, driving pleasure for the purist.

The new Audi A3 rides on 16-inch wheels as a standard feature, 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 line of tires has been overhauled and now offers improved tire performance with significantly optimized roll resistance.

The large wheels contain powerful brakes for a sporty, taut and finely dosed pedal feel. The front disks are internally ventilated and have a diameter of 276, 288, 312 or 340 millimeters (*10.9/11.3/12.3/13.4 in*), depending on the engine. The rear wheel disks are 272, 300 or 310 millimeters (*10.7/11.8/12.2 in*).

The electromechanical parking brake is integrated in the rear-axle brake system; if necessary, it also serves as an emergency brake if the hand brake is operated during driving. When the driver takes his foot off the pedal, the hold assist maintains the brake pressure for around three more seconds, so the car will not roll back or forward.

An attractive option in the new Audi A3 is the Audi drive select dynamic handling system (standard in the sport line), integrating the accelerator, the power steering, the S tronic and if available also the Audi magnetic ride. The driver can decide with the press of a button whether these systems should operate in auto, dynamic, individual or efficiency mode. The MMI screen or the Audi virtual cockpit continually displays the currently selected mode for the driver. In the Audi S3 values like the boost pressure and oil temperature can also be retrieved here. In efficiency mode, the optional deluxe automatic air conditioning also operates in a way specifically optimized for fuel consumption.

Another module integrated in the control system for the Audi drive select is the optional Audi magnetic ride suspension. It allows an even higher spread between firm and comfortable cushioning and gives the driver the choice between comfort, dynamic and auto modes. Within these framework constraints the system changes the damping forces within milliseconds. The body has been lowered by 15 millimeters (*0.6 in*), and by 25 millimeters (*1.0 in*) in the case of the S3.

In the suspension with damper control, a synthetic oil containing small magnetic particles circulates in the damper piston. When a voltage is applied by a solenoid, a magnetic field is generated that changes the orientation of the particles: They align perpendicular to the direction of flow of the oil, thus impeding its flow through the piston channels. The control unit continuously analyzes the driver's style and condition of the road.

Depending on the setting in Audi drive select, the ride of the new Audi A3 is either relatively comfortable, balanced or decidedly taut.

Exterior design

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

The powerfully sculpted engine hood and the harmoniously integrated bumpers form a visual unit, while the horizontal lines are emphasized even more. The Singleframe grill has sharper contours and is wider than its predecessor. The headlights are flatter and more distinctive.

The streamlined tail design with its horizontal lighting graphics and separation edge above the newly designed diffuser highlights the width of the new A3. Depending on the engine version, the new A3 has one or two exhaust tailpipes in its diffuser insert on the left.

The color range for the A3 series has been overhauled. Twelve paint colors are available to choose from, including the five new tones Ara blue, cosmos blue, nano gray, tango red and Vegas yellow. The S line exterior package is aimed at particularly sporty customers; as an option it offers Daytona gray, pearl effect paintwork.

More individuality: the new lines concept

In addition to the base models, there are the sport and design trim lines, plus the S line sport package and design selection at the top end. All trim lines are modular in system to give the customer even greater freedom of choice. For the first time, they also influence the exterior details. The area of the lateral air inlets thus varies in design depending on the trim line: The design line features a silver-chrome application, while the sport line underscores its dynamic ambitions with vertical flaps.

The differentiation in the front is also taken up by the diffuser, so that the respective trim lines are visible from the front and rear. In addition, all lines feature chrome-plated tailpipe trims.

Headlights

The headlights of the Audi A3 form striking new lighting graphics with their jagged bottom edges. Bi-xenon units are standard, while Audi optionally offers LED headlights as well as Matrix LED headlights, the first time this technology has entered the premium compact class. In the case of xenon headlights, an optical fiber illuminates the daytime running lights at the upper edge of the housing. The optional headlights lend new verve to the dynamic lines as a specific daytime running light signature. In addition, the indicator light has the form of an optical fiber. As an exclusive feature, the matrix LED headlights exhibit a dynamic course of the turn signals. Each low beam is located in the outer upper corner of the respective headlight unit; the special lighting functions of the LED versions are mounted further inside in the lower part.

Fifteen LEDs each produce the high beam of the Matrix LED headlights, which radiate from three reflectors. Supplied with information by the camera at the interior mirror, their control module turns them individually on and off as required; or additionally dims them in 64 stages each.

The Matrix LED headlights can thus realize several million different light distributions. In each case they illuminate the road in near-daylight form, without blinding other road users. So that the driver is not dazzled by the road sign reflection, they selectively shine at 30 percent brightness.

The cornering lights of the Matrix LED headlights are created through a shift in the light concentration. In combination with the optional MMI navigation plus, they already become active before the driver turns the steering wheel, thanks to the predictive route data.

The A3 also has newly redesigned rear lights with a distinctive taillight configuration. With the LED optional solution, each A3 variant gets an elegant and sporty double-line graphic with a powerful concentration of light at the outer edge of the car, making the compact appear flatter and wider. With the optional headlights, the rear lights come with LED technology. In addition, with the LED and the Matrix LED headlights the dynamic turn signals are installed in the LED rear lights. A series of sequentially connected LEDs are then consecutively actuated in cycles of a few milliseconds each, running outwards along the direction of the bend while flashing.

Body

Systematic lightweight design has brought the curb weight (without driver) of the new Audi A3 as a 1.0 TFSI* down to just 1,150 kg (*2535.3 lb*) – the best value in its class. In the areas of the A- and B-pillars, the roof line and the floor, hot-stamped and heat-formed steel components to form a strongly bonded composite. High- and ultra-high-strength steels are used in many other areas of the body. The engine hood and fenders are made of aluminum, for a weight saving of more than nine kilograms (*19.8 lb*).

The body of the new Audi A3 is impact-resistant, highly rigid and acoustically comfortable; a sound-absorbing windshield is standard equipment. Numerous other measures reduce the interior noise even at high speeds.

Interior

The sporty and clear body lines of the exterior can also be found in the interior of the new A3. The interior impresses with the top-quality materials and workmanship customary at Audi, as well with exemplary ergonomics.

The driver takes his or her seat behind a newly designed three-spoke steering wheel, heated as an optional extra. Shift paddles and multifunction buttons are optionally available. For especially sporty drivers there is the option of a flat-bottomed sport steering wheel. For more comfort on longer journeys, the new Audi A3 driver's seat comes with an optional massage function.

The instrument panel is slender and flat, and the center console with its lightweight appearance is turned towards the driver. A contrasting arc, the wrap-around, runs around the cockpit. A technical highlight of the standard equipment is the electrically extending 7-inch color display, only eleven millimeters (*0.4 in*) thick. The newly designed MMI operating terminal is placed on the console of the center tunnel.

The four large, round air vents with a jet design have been revised. The control unit for the air conditioning lies on a panel with a black piano finish. An optional USB port below the instrument panel makes connecting and charging mobile devices even easier. In the dark, all knobs and switches of the cockpit are backlit white.

Subdued colors like black or rock gray define the interior; alternatively, chestnut brown sets a stylish accent. On request, seat upholstery in different leather versions or in a leather/Alcantara variant are available. The A3 design selection offers additional color schemes with its own leather package and coordinated contrasting stitching.

The different versions of the decorative trims on the instrument panel and doors provide an even more individualistic interior.

The rear of the new Audi A3 can accommodate three people; the convenience entry is a standard feature. The luggage compartment has a base capacity of 365 liters (*12.9 cu ft*), which can be increased to 1,100 liters (*38.8 cu ft*) by folding down the rear seat backs with an optional split ratio of 40:20:40. Its loading floor can be used on two levels in the front-wheel drive versions. Audi optionally provides a reversible mat as well as a storage package for the interior and luggage compartment.

A swivelling trailer hitch electrically unlocked at the press of a button is optionally available for the complete new A3 model series. The Audi A3 as a three-door model may tow up to 1,800 kilograms (*3968.3 lb*) (at an 8% gradient).

Equipment

The new Audi A3 went on sale this spring, with the first deliveries to customers to take place in summer. Its base price with the entry-level engine is 23,300 euros in Germany.

Audi is sending the new 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 children's 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, exterior 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 seatback. The acoustic windshield, electric window controls, height-adjustable front seats and the electromechanical parking brake complete the standard equipment.

Besides the specific exterior and wheel design, the new design and sport trim lines also include as standard equipment the three-spoke leather steering wheel, a gear lever knob in leather and the driver information system with monochrome display. The design line comes with the gloss package and a lighting package, while inlays underscore the sophisticated atmosphere in the interior. Other features of the sport line are sport seats, the sport suspension and the Audi drive select dynamic handling system.

The design selection and S line options offer further equipment items such as the driver information system with color display, seats in cloth/pearl Nappa leather, the gear lever knob with contrasting stitching, the storage and luggage compartment package and a selection of 18-inch wheels. In the case of design selection the inlays are backlit, while the S line offers pedal caps and footrests with stainless steel finish; the S line sport suspension is lower by 25 millimeters (*1.0 in*).

In addition, Audi offers options for the new A3 model series many of which come directly from the full-size class. For the interior this includes 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 and fully electrical adjustment options.

The new Audi A3 Sportback

The Audi A3 Sportback* offers sporty versatility at the highest level. It measures 4,313 millimeters (*14.2 ft*) long, 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 swivelling 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 81 kW (110 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 (115 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 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)
- A3 e-tron with 150 kW (204 hp)
- A3 g-tron with 81 kW (110 hp)

The A3 Sportback offers the same drivetrain and chassis technologies as the new A3. The same is true for the interior design, driver assistance systems, infotainment and connectivity. The base price in Germany is 24,200 euros.

The new 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 flat lithium-ion battery providing 8.8 kWh of energy is mounted under the rear bench. From a 380-volt, 3-phase electrical outlet, it takes slightly over two hours to charge the battery fully. A new function in the driver information system indicates whether the tailgate is open or closed.

A decoupler 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. In such coasting recuperation, energy is recovered when the accelerator is released. If the driver then depresses the brake, the recuperative braking system provides a controlled split of the braking requirements between the electrified drivetrain and the conventional friction brake. In this way, a large part of the energy can be recovered and the electric range maximized. In addition, the driver can choose between three different driving modes. The range monitor shows the driver how far the car can still be driven under electric power alone. The monitor tells the driver what convenience consumers are on and whether turning them off will increase the range.

Including all electrical components, the Audi A3 Sportback e-tron has a curb weight (without driver) of just 1,540 kilograms (*3395.1 lb*) – a result of Audi's strict lightweight design philosophy. The base price is 38,700 euros in Germany.

Visually, elegant details attest the special status of the A3 Sportback e-tron. The Singleframe is 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, such as the battery charge level and electric range, various types of service information and the car's location. 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 in electric mode travels 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".

The new Audi A3 Sportback g-tron

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

Equipped with a 1.4 TFSI engine producing 81 kW (110 hp), the 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 fuels, its range is over 400 km (*248.5 mi*) in the NEDC cycle with natural gas fuel. When powered by gasoline, the driving range is extended by 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 (*7.3 lb*) of natural gas or Audi e-gas per 100 kilometers (*62.1 mi*) in the NEDC cycle, corresponding to an emission of 89 grams of CO₂ per kilometer (*143.2 g/mi*). The Audi A3 Sportback g-tron costs 26,950 euros in Germany.

The A3 Sportback g-tron is especially eco-friendly when running on Audi e-gas. Audi is presenting a very sustainable offer here until May 31, 2018: The automaker is offering customers climate-friendly Audi e-gas to power the A3 Sportback g-tron* – the fuel offer is included as standard for three years and customers will pay only the regular natural gas price. With this deal, Audi is reducing the CO₂ emissions of the g-tron fleet when running on gas by 80 percent**. The green fuel Audi e-gas is what makes this reduction possible for the g-tron models.

**In pure gas mode (CNG) with a well-to-wheel analysis (a life cycle assessment that includes fuel production and normal driving of the automobile), in comparison with an equivalent model in the same performance class with a conventional gasoline engine

This fuel is produced using renewable energy from water and CO₂ or from organic residual materials like straw and plant clippings. During its production, Audi e-gas thus binds exactly the amount of CO₂ as is emitted by the car.

Among other things, the brand produces e-gas in its own power-to-gas plant in Werlte, located in Lower Saxony. The process: Three electrolyzers powered primarily by surplus green electricity split water into oxygen and hydrogen. In the subsequent methanation process, the hydrogen reacts with CO₂. The result: Synthetic methane – Audi e-gas – is created. This is fed into the European gas grid and compensates for the volume of natural gas used by the g-tron model in the New European Driving Cycle (NEDC).

Customers can fill up their g-tron model at any CNG filling station and pay the regular price. By feeding the computed volume of Audi e-gas into the natural gas grid, Audi works behind the scenes to ensure the green benefits of the program, including the corresponding reduction in CO₂ emissions. A fuel card is no longer used as the accounting tool. Instead, Audi computes the volume automatically based on surveys and service data from the cars. TÜV Süd, a German testing and certification corporation, monitors and certifies the process. Audi g-tron customers receive a document that confirms their car will be supplied with Audi e-gas and informs them about the certification.

The new 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 coupe.

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 (*2612.5 lb*).

Audi offers the A3 Sedan with powerful and highly efficient TFSI and TDI engines. Their power output 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 (115 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 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)

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. The Audi A3 Sedan is available in Germany from 25,100 euros up.

The new Audi A3 Cabriolet

The Audi A3 Cabriolet* is distinguished by its sporty and elegant proportions and low weight. Like every Audi convertible, it has a lightweight cloth top. An acoustic top with very effective noise insulation is available as an option. 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 output ranges 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 (115 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 81 kW (110 hp)
- 2.0 TDI and 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 135 kW (184 hp)

Other comfortable options for open-top driving are headroom heating and leather upholstery, whose special color pigmentation inhibits heating by the sun. Fold-down rear seat backrests are standard in the Audi A3 Cabriolet.

The new 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. The base price for the 1.4 TFSI in Germany is 30,950 euros.

The new Audi S3

Seven kW (ten hp) more power and 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 rpm. 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 characteristic 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.

The new S3 models offer superior performance and groundbreaking efficiency. With its further enhanced performance, the 2.0 TFSI delivers 228 kW (310 hp) and with S tronic up to 400 Nm (*295.0 lb-ft*) of torque. The sonorous high-performance four-cylinder unit combines cutting-edge technologies – dual injection into the combustion chambers and into the intake manifold, integration of the exhaust manifold in the cylinder head, the Audi valvelift system and a rotary valve module for the thermal management system.

In interaction with the optional seven-speed S tronic (standard in the Cabriolet), which comes with a freewheeling 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.

18-inch wheels are standard on the new Audi S3. Despite their dynamic qualities, the tires contribute to efficiency because of their low rolling resistance. Alternatively, Audi will install 19-inch wheels on request. For particularly ambitious drivers, special 18-inch Performance tires are available – with special tuning for even more dynamic handling.

The new seven-speed S tronic

The new Audi S3 transmits power as standard through a manual six-speed transmission with a lightweight magnesium housing, for easy and precise shifting over short distances. Alternatively, Audi offers the new seven-speed S tronic, which increases the torque on the S3 by 20 Nm (*14.8 lb-ft*) to a total of 400 Nm (*295.0 lb-ft*). As with the manual transmission, the lower gears feature short ratios, while the tall seventh gear has a long ratio for reducing fuel consumption. The driver of the new S3 controls the dual-clutch transmission with the selector lever or with the optional black gearshift shift paddles on the steering wheel.

Especially sporty inside and out

The exterior design underscores the dynamism of the new S3 family. The S-specific Singleframe grill bears horizontal chrome-plated double struts and the S logo; its inlay is painted in matt platinum gray. The lower air inlets have a distinctive grid design, and the exterior mirror housings are in aluminum look. The side view is accentuated by angular sill trims in the vehicle color.

At the rear the specific roof edge spoiler (on the S3 and S3 Sportback*) or the separation edge (on the S3 Sedan) adds another striking feature. The platinum gray diffuser frames the four elliptical tailpipes of the exhaust system. In the color range, Navarra blue, metallic and panther black, crystal effect are reserved exclusively for the Audi S3.

Entirely in black, the interior of the new Audi S3 has a fascinating, sporty elegance. The pedal caps and footrests are stainless steel. The dials of the instruments are dark gray with white pointers; the scale of the tachometer integrates the boost pressure indicator for the turbocharger.

An S logo on the MMI monitor greets the driver when the ignition is switched on; the optional Audi virtual cockpit also contains S-specific items. Instead of the production sport seats, Audi will optionally install S sport seats with integrated head restraints and shoulder inserts in a diamond pattern.

Standard equipment includes the alarm system and deluxe automatic air conditioning, as well as the storage and luggage compartment package. All options of the model series are available, including those from infotainment and the assistance systems. The only exception is the trailer towing hitch.

The optional S3 interior package provides red highlights to the sport seats or super sport seats. The package also includes red floor mat piping and air vent nozzle rings.

The base prices: 41,000 euros for the S3, 41,900 euros for the S3 Sportback, 42,800 euros for the S3 Sedan and 50,700 euros for the S3 Cabriolet.

Fuel consumption of the models named above:

Audi A3

Combined fuel consumption in l/100 km: 5.0 – 3.8 (*47.0 – 61.9 US mpg*);
Combined CO₂ emissions in g/km: 128 – 99 (*206.0 – 159.3 g/mi*).

Audi A3 Sportback

Combined fuel consumption in l/100 km: 5.1 – 3.8 (*46.1 – 61.9 US mpg*);
Combined CO₂ emissions in g/km: 128 – 99 (*206.0 – 159.3 g/mi*).

Audi A3 Sportback e-tron

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

Audi A3 Sportback g-tron

CNG consumption in kg/100 km 3.5 – 3.3 (7.7–7.3 lb);

Combined fuel consumption in l/100 km 5.4 – 5.1 (43.6 – 46.1 US mpg);

Combined CO₂ emissions in g/km (CNG) 95 – 89 (152.9 – 143.2 g/mi);

Combined CO₂ emissions in g/km (gasoline): 124 – 117 (199.6 – 188.3 g/mi)

Audi A3 Sedan

Combined fuel consumption in l/100 km: 5.0 – 3.7 (47.0 – 63.6 US mpg);

Combined CO₂ emissions in g/km: 128 – 98 (206.0 – 157.7 g/mi).

Audi A3 Cabriolet

Combined fuel consumption in l/100 km: 5.2 – 4.2 (45.2 – 56.0 US mpg);

Combined CO₂ emissions in g/km: 132 – 110 (212.4 – 177.0 g/mi).

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 A3 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).

Audi RS 3

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

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

Audi A3 2.0 TFSI S tronic

Combined fuel consumption in l/100 km: 5.9 – 5.6 (39.9 – 42.0 US mpg);

Combined CO₂ emissions in g/km: 132 – 126 (212.4 – 202.8 g/mi)

Audi A3 2.0 TFSI quattro S tronic

Combined fuel consumption in l/100 km: 6.0 – 5.7 (39.2 – 41.3 US mpg);
Combined CO₂ emissions in g/km: 137 – 130 (220.5 – 209.2 g/mi)

Audi A3 Sportback 2.0 TFSI S tronic

Combined fuel consumption in l/100 km: 5.9 – 5.6 (39.9 – 42.0 US mpg);
Combined CO₂ emissions in g/km: 132 – 126 (212.4 – 202.8 g/mi)

Audi A3 Sportback 2.0 TFSI quattro S tronic

Combined fuel consumption in l/100 km: 6.0 – 5.7 (39.2 – 41.3 US mpg);
Combined CO₂ emissions in g/km: 137 – 130 (220.5 – 209.2 g/mi)

Audi A3 Sedan 2.0 TFSI S tronic

Combined fuel consumption in l/100 km: 5.8 – 5.5 (40.6 – 42.8 US mpg);
Combined CO₂ emissions in g/km: 131 – 125 (210.8 – 201.2 g/mi)

Audi A3 Sedan 2.0 TFSI quattro S tronic

Combined fuel consumption in l/100 km: 5.9 – 5.6 (39.9 – 42.0 US mpg);
Combined CO₂ emissions in g/km: 136 – 129 (212.4 – 207.6 g/mi)

Audi A3 Cabriolet 2.0 TFSI S tronic

Combined fuel consumption in l/100 km: 6.1 – 5.8 (38.6 – 40.6 US mpg);
Combined CO₂ emissions in g/km: 138 – 131 (222.1 – 201.2 g/mi)

Audi A3 Cabriolet 2.0 TFSI quattro S tronic

Combined fuel consumption in l/100 km: 6.3 – 5.9 (37.3 – 39.9 US mpg);
Combined CO₂ emissions in g/km: 144 – 136 (231.7 – 212.4 g/mi)

Audi S3 Sedan 2.0 TFSI quattro

Combined fuel consumption in l/100 km: 7.1 – 7.0 (33.1 – 33.6 US mpg);
Combined CO₂ emissions in g/km: 163 – 162 (362.3 – 260.7 g/mi)

Audi S3 Sedan 2.0 TFSI quattro S tronic

Combined fuel consumption in l/100 km: 6.5 – 6.4 (36.2 – 36.8 US mpg);
Combined CO₂ emissions in g/km: 151 – 148 (243.0 – 238.2 g/mi)

Audi S3 Cabriolet 2.0 TFSI quattro S tronic

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)

Audi A3 2.0 TDI quattro

Combined fuel consumption in l/100 km: 5.0 – 4.7 (47.0 – 50.0 US mpg);

Combined CO₂ emissions in g/km: 128 – 122 (206.0 – 196.3 g/mi)

Audi A3 Sedan 2.0 TDI quattro

Combined fuel consumption in l/100 km: 5.0 – 4.7 (47.0 – 50.0 US mpg);

Combined CO₂ emissions in g/km: 128 – 122 (206.0 – 196.3 g/mi)

Audi A3 Sportback 2.0 TDI quattro

Combined fuel consumption in l/100 km: 5.0 – 4.7 (47.0 – 50.0 US mpg);

Combined CO₂ emissions in g/km: 128 – 122 (206.0 – 196.3 g/mi)

Audi A3 Cabriolet 2.0 TDI quattro

Combined fuel consumption in l/100 km: 5.1 – 4.8 (46.1 – 49.0 US mpg);

Combined CO₂ emissions in g/km: 132 – 125 (212.4 – 201.2 g/mi)

Audi A3 1.0 TFSI

Combined fuel consumption in l/100 km: 4.8 – 4.5 (49.0 – 52.3 US mpg);

Combined CO₂ emissions in g/km: 110 – 104 (177.0 – 167.4 g/mi)

Audi A3 Sedan 1.0 TFSI

Combined fuel consumption in l/100 km: 4.7 – 4.4 (50.0 – 53.5 US mpg);

Combined CO₂ emissions in g/km: 109 – 103 (175.4 – 165.8 g/mi)

Audi A3 Sportback 1.0 TFSI

Combined fuel consumption in l/100 km: 4.8 – 4.5 (49.0 – 52.3 US mpg);

Combined CO₂ emissions in g/km: 110 – 104 (177.0 – 167.4 g/mi)

Audi A3 1.6 TDI

Combined fuel consumption in l/100 km: 4.2 – 3.8 (56.0 – 61.9 US mpg);

Combined CO₂ emissions in g/km: 109 – 99 (175.4 – 159.3 g/mi)

Audi A3 Sedan 1.6 TDI

Combined fuel consumption in l/100 km: 4.1 – 3.7 (*57.4 – 63.6 US mpg*);

Combined CO₂ emissions in g/km: 108 – 98 (*173.8 – 157.7 g/mi*)

Audi A3 Sportback 1.6 TDI

Combined fuel consumption in l/100 km: 4.2 – 3.8 (*56.0 – 61.9 US mpg*);

Combined CO₂ emissions in g/km: 109 – 99 (*175.4 – 159.3 g/mi*)

Audi A3 Cabriolet 1.6 TDI

Combined fuel consumption in l/100 km: 4.3 – 4.0 (*54.7 – 58.8 US mpg*);

Combined CO₂ emissions in g/km: 114 – 108 (*103.5 – 173.8 g/mi*)

Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the engine/transmission variants.