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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**

Nearly 600,000 cars sold since its market launch in 2010 – that is how popular the Audi A1 and A1 Sportback continue to be. The compact models have a powerful stance on the street. They distinguish themselves by their handling, which is exceptionally good in this class, and they offer many customization options. A rigid car body and short wheelbase make them agile and maneuverable.

The A1, which was updated just around one year ago, packs all of the key brand strengths into its 3.98 meters (*13.1 ft*) of length – progressive design, uncompromising quality and high efficiency. Its range of powerful engines and agile chassis make it the three-door car the sportiest in its segment. The design is distinctive and powerful. Audi can finish the roof line in a contrasting color upon request. The interior finish is of very high quality; its fresh colors and new chrome trim parts provide highlights.

### **Drive system**

Six engines are available for selection – four TFSI and two TDI. The 1.0 TFSI, the first ever three-cylinder gasoline engine in the history of the Audi brand, has a combined fuel consumption of just 4.2 liters per 100 km (*56.0 US mpg*), which equates to 97 g CO<sub>2</sub> per km (*156.1 g/mi*). There is also a new three-cylinder diesel, the 1.4 TDI ultra with 66 kW (90 hp), which attains an NEDC fuel consumption figure of 3.4 liters of fuel per 100 km (*69.2 US mpg*) and emits 89 g CO<sub>2</sub> per km (*143.2 g/mi*). The 1.4 TFSI COD highlights the cylinder on demand system (COD), which enables temporary cylinder shut-off when the engine is operating at part load.

### **Engine lineup**

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

Combined fuel consumption in l/100 km: 5.8 – 3.4 (40.6 – 69.2 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 134 – 89 (215.7 – 143.2 g/mi)

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

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

### **Chassis**

The chassis also contributes to making the compact model from Audi sporty and agile. Its electromechanical steering is extremely efficient; the amount of power assist is reduced as vehicle speed increases. With the sport trim line the tuning is slightly tauter, while the S line sport chassis offers even greater dynamics.

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

### **Equipment and trim**

Along with the design and sport lines, there are other packages such as design selection, the S line sport package and a host of other customizable features – from colored air vent trims 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 module Audi connect including car phone connects the A1 to the Internet. Components such as the Bose Surround Sound system round out the infotainment lineup.

### **Audi A1 Sportback**

The Audi A1 Sportback offers a bit more headroom at the rear, easier entry and an optional third seat row at the rear. The five-door model also boasts color styling all its own – its contrasting colors span the entire roof dome.

The engine range comprises four TFSI and two TDI engines, including two newly developed three-cylinder units. Their power ranges from 66 kW (90 hp) to 141 kW (192 hp). In the 1.4 TFSI COD, the cylinder on demand (COD) system deactivates two cylinders when the driver is pressing the pedal lightly. The exceptionally efficient 1.4 TDI ultra has a combined NEDC fuel consumption of just 3.4 liters per 100 km (69.2 US mpg) which equates to 91 grams CO<sub>2</sub> per km (146.5 g/mi).

### **Engine lineup**

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

Combined fuel consumption in l/100 km: 5.8 – 3.4 (40.6 – 69.2 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 134 – 91 (215.7 – 146.5 g/mi)

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

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

The five-door model comes standard with four seats, with a fifth seat available at no extra charge. The possibilities for custom configuration are extremely varied with numerous trim lines, packages and kits as well as individual options and accessories.

## **Audi A3**

Audi demonstrates its technical competence in all aspects of carmaking with the A3. Consistent lightweight design has brought the curb weight of the compact A3 as a 1.4 TFSI down to just 1,175 kg (*2,590.4 lb*) – the best value in its class. In the body, the primary factors in achieving this weight reduction are the use of form-hardened steels in the occupant cell and aluminum add-on parts – the engine hood and fenders. An international panel of journalists voted the A3 World Car of the Year 2014.

### **Design and interior**

The three-door model has a sporty and powerful look, and the optional LED headlights underscore its exceptional position in the compact car segment. The Audi A3 interior impresses with the superior quality of its materials and workmanship, and intuitive ergonomics. A special highlight is the MMI monitor, which extends electrically and is a mere 11 mm (*0.4 in*) thick. The operating terminal is placed on the console of the center tunnel. The top-of-the-line version, MMI navigation plus with MMI touch, features another innovation – the top of the round rotary pushbutton is a touchpad.

### **Drive system**

The engine lineup for the Audi A3 offers the choice of four TFSI and four TDI engines. The A3 1.6 TDI ultra has a combined fuel consumption of just 3.4 liters of diesel per 100 km (*69.2 US mpg*), which equates to CO<sub>2</sub> emissions of 85 grams per km (*136.8 g/mi*). The highly efficient engines include the 2.0 TDI, the 1.2 TFSI and the 1.4 TFSI ultra – with cylinder on demand (COD) technology it only emits 105 grams of CO<sub>2</sub> per km (*169.0 g/mi*).

### **Engine lineup**

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

Combined fuel consumption in l/100 km: 6.7 – 3.4 (35.1 – 69.2 US mpg);  
Combined CO<sub>2</sub> emissions in g/km: 154 – 89 (247.8 – 143.2 g/mi)  
*(Figures vary depending on engine/transmission/wheels/tires)*

Audi combines all front-wheel drive engines except the 1.6 TDI ultra with a six-speed manual transmission or an S tronic. The dual clutch transmission is standard in the 1.8 TFSI quattro.

### **Chassis**

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

### **Equipment and trim**

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

### **Audi connect**

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

## **Audi A3 Sportback**

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

### **Engine lineup**

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

Combined fuel consumption in l/100 km: 6.7 – 3.4 (*35.1 – 69.2 US mpg*);

Combined CO<sub>2</sub> emissions in g/km: 154 – 89 (*247.8 – 143.2 g/mi*)

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

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

## **Audi A3 Sportback e-tron**

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

Based on the applicable NEDC standard, the fuel consumption of the Audi A3 Sportback e-tron with 16-inch tires is just 1.5 liters per 100 km (*156.8 US mpg*) with CO<sub>2</sub> emissions of 35 g/km (*56.3 g/mi*). The lithium-ion battery, which produces 8.8 kWh of energy, enables an electric driving range of up to 50 kilometers (*31.1 mi*); the TFSI adds an additional 890 kilometers (*553.0 mi*) to this maximum. From a 380-volt, 3-phase electrical outlet, it takes slightly over two hours to charge the battery fully.

A decoupler controls the interplay between the combustion engine, electric motor and seven-speed S tronic. The Audi A3 Sportback can be driven up to 130 km/h (*80.8 mph*) all-electrically; it can combine the two drives to optimize either efficiency or power, and it features energy recuperation and a coasting function. In addition, drivers can choose from several hybrid programs and modes, and special displays inform them of what is happening.

As an optional service, German customers of the Audi A3 Sportback e-tron can switch over to Audi Energy as their residential utility company. 100 percent of the electricity comes from hydroelectric power plants in Germany, Austria and Switzerland – so when customers drive the plug-in hybrid model in electric mode, the car not only offers zero local emissions, it also offers zero global emissions. Customers also find this appealing. The A3 Sportback e-tron was voted winner of the eCar Award by readers of the magazines *Auto Bild* and *Auto Test* in fall 2014.

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

Combined electrical consumption in kWh/100 km: 12.4 – 11.4

Combined CO<sub>2</sub> emissions in g/km: 39 – 35 (*62.8 – 56.3 g/mi*)

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

### **Audi A3 Sportback g-tron**

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



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

The Audi A3 Sportback g-tron, which comes standard with a six-speed manual transmission or seven-speed S tronic, has a combined fuel consumption of less than 3.5 kilograms (7.7 lb) of natural gas or Audi e-gas per 100 km (62.1 mi). This is the sustainable own-brand fuel produced in the Audi e-gas project in Werlte, in Germany's Emsland district – the fuel is methane which is synthetically produced from CO<sub>2</sub> and water using green electricity. In pure e-gas mode, the five-door premium compact is entirely CO<sub>2</sub> neutral. Customers can refuel using an e-gas card, which serves as an accounting instrument.

CNG consumption in kg/100 kilometers: 3.6 – 3.3;

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

Combined CO<sub>2</sub> emissions in g/km (CNG): 98 – 89 (157.7 – 143.2 g/mi);

Combined CO<sub>2</sub> emissions in g/km (gasoline): 128 – 117 (206.0 – 188.3 g/mi)

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

## **Audi A3 Sedan**

The Audi A3 Sedan is the sporty notch-back model in the premium compact segment; its design merges the classic three-box concept with the dynamics of a coupe. The 425-liter (15.0 cu ft) cargo space (with quattro drive: 390 liters [13.8 cu ft]) can be expanded by folding down the rear seat backs. Equipped with the 1.4 TFSI engine, the four-door model has a curb weight of just 1,215 kg (2,678.6 lb).

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

### **Engine lineup**

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

Combined fuel consumption in l/100 km: 6.7 – 3.5 (35.1 – 67.2 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 154 – 92 (247.8 – 148.1 g/mi)

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

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

### **Audi A3 Cabriolet**

The Audi A3 Cabriolet is distinguished by its sporty and elegant proportions and low weight. Like every Audi convertible, it has a lightweight cloth top. An acoustic top with very effective noise insulation is available as an option. Its electrohydraulic drive raises or lowers the top in 19 seconds, even at speeds up to 50 km/h (31.1 mph). In the opened position, the soft top rests in a tray that hardly affects the cargo capacity of the trunk, which is 280 liters (9.9 cu ft) or 245 liters (8.7 cu ft) with quattro drive. An active rollover protection system protects occupants in the event of a rollover accident.

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

### **Engine lineup**

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

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

Combined CO<sub>2</sub> emissions in g/km: 158 – 104 (254.3 – 167.4 g/mi)

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

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

## **Audi A5 Sportback**

The A5 Sportback is a design masterpiece from Audi. Its flowing silhouette, sharp lines and muscular surfaces make a strong statement. The car's interior also exudes elegance and sportiness, and its controls are intuitive to use. Optional sport seats or climate-controlled comfort seats are available for the driver and front passenger. The rear seating system can be equipped with three seats as an option. The luggage compartment beneath the long hatch holds between 480 and 1,283 liters (*17.0 and 45.3 cu ft*) of cargo.

### **Drive system**

The engine lineup offers customers many different possibilities. The power of the engines ranges from 100 kW (136 hp) to 200 kW (272 hp), and four V6 engines with three liters of displacement are at the top of this range. The 2.0 TDI ultra with 100 kW (136 hp) consumes just 4.2 liters of fuel per 100 km (*56.0 US mpg*) and emits 109 grams CO<sub>2</sub> per km (*175.4 g/mi*).

### **Engine lineup**

- 1.8 TFSI with 106 kW (144 hp)
- 1.8 TFSI with 130 kW (177 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 165 kW (225 hp)
- 3.0 TFSI quattro with 200 kW (272 hp)
- 2.0 TDI with 100 kW (136 hp)
- 2.0 TDI ultra with 100 kW (136 hp)
- 2.0 TDI with 110 kW (150 hp)
- 2.0 TDI ultra with 120 kW (163 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI with 160 kW (218 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

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

Combined CO<sub>2</sub> emissions in g/km: 182 – 109 (*292.9 – 175.4 g/mi*)

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

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

### **Chassis**

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

### **Equipment and trim**

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

### **Audi A5 Coupé**

The Audi A5 Coupé is a modern classic with its elegant lines – in 2010 it received the Design Award of the Federal Republic of Germany. Audi is equipping the two-door with powerful engines – the 1.8 TFSI already outputs 130 kW (177 hp), and the 3.0 TFSI produces 200 kW (272 hp) of power. The entry-level engine, the 2.0 TDI ultra, only consumes 4.2 liters of fuel per 100 km (*56.0 US mpg*) in the NEDC cycle and emits 109 g CO<sub>2</sub> per km (*175.4 g/mi*).

### **Engine lineup**

- 1.8 TFSI with 130 kW (177 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 165 kW (225 hp)
- 3.0 TFSI quattro with 200 kW (272 hp)
- 2.0 TDI ultra with 120 kW (163 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

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

Combined CO<sub>2</sub> emissions in g/km: 179 – 109 (288.1 – 175.4 g/mi)

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

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

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

### **Audi A5 Cabriolet**

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

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

### **Engine lineup**

- 1.8 TFSI with 130 kW (177 hp)
- 2.0 TFSI and 2.0 TFSI quattro with 165 kW (225 hp)
- 3.0 TFSI quattro with 200 kW (272 hp)
- 2.0 TDI with 110 kW (150 hp)
- 2.0 TDI and 2.0 TDI quattro with 140 kW (190 hp)
- 3.0 TDI quattro with 160 kW (218 hp)
- 3.0 TDI quattro with 180 kW (245 hp)

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

Combined CO<sub>2</sub> emissions in g/km: 189 – 123 (304.2 – 197.9 g/mi)

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

## **Audi A6**

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

### **Design and body**

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

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

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

### **Interior**

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

### **Drive system**

Three TFSI and six TDI engines ranging in output from 110 kW (150 hp) to 245 kW (333 hp) comprise the engine lineup of the Audi A6. The 2.0 TDI ultra with 110 kW (150 hp) and 140 kW (190 hp) are the most efficient variants with combined fuel consumption figures of 4.2 liters per 100 km (*56.0 US mpg*) and emissions of 109 g CO<sub>2</sub> per km (*175.4 g/mi*). The limited edition 3.0 TDI competition model is powered by the bi-turbo V6 diesel which delivers 240 kW (326 hp). The highest power comes from a gasoline engine – the supercharged 3.0 TFSI with 245 kW (333 hp).



### **Engine lineup**

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

Combined fuel consumption in l/100 km: 7.4 – 4.2 (31.8 – 56.0 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 172 – 109 (276.8 – 175.4 g/mi)

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

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

### **Chassis**

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

## **Equipment and trim**

The new Audi A6 is also way ahead of the competition when it comes to infotainment, with configurable modules ranging up to MMI navigation plus with MMI touch. The top-of-the-line navigation system with the power-retractable eight-inch monitor is based on a new technology platform that incorporates the fast Tegra 30 graphics chip from Audi partner NVIDIA. The Audi connect module transfers data via LTE and brings tailored online services aboard, including navigation map updates and online media streaming, which is another new feature.

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

## **Audi A6 3.0 TDI competition**

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

## **Audi A6 Avant**

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

## **Drive system**

Three gasoline and six TDI engines combine power with high efficiency, low emissions and smooth running. The two 2.0 TDI ultra versions have a combined fuel consumption of 4.4 liters of fuel per 100 km (53.5 US mpg) with emissions at 114 g CO<sub>2</sub> pro km (183.5 g/mi). The 3.0 TDI turbo and the 3.0 TFSI have undergone fundamental redevelopment. Like the sedan, the A6 Avant is also available as the limited edition 3.0 TDI competition with a bi-turbo TDI that delivers up to 255 kW (346 hp) in overboost mode.

## **Engine lineup**

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

Combined fuel consumption in l/100 km: 7.4 – 4.4 (31.8 – 53.5 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 177 – 114 (284.9 – 183.5 g/mi)

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

The A6 Avant comes off the assembly line with either a newly developed six-speed manual, seven-speed S tronic (new for versions with front-wheel drive) or the eight-speed tiptronic, depending on the engine selected. As an alternative to the front-wheel drive version, quattro permanent all-wheel drive is also available for the six-cylinder engine, and a sport differential is available as an option.

## **Chassis**

The aluminum chassis, electromechanical power steering and the Audi drive select dynamic drive system are all standard with the Audi A6 Avant. Options include adaptive air suspension and dynamic steering. In the Avant A6 2.0 TDI ultra with 140 kW (190 hp), the springs are made of glass fiber-reinforced polymer (GFRP) – an Audi innovation that saves approximately 4.4 kilograms (9.7 lb) of weight.

## **Equipment and trim**

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

## **Audi A6 allroad quattro**

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

Four powerful and refined V6 engines are available for the A6 allroad quattro – one TFSI gasoline engine and three TDI units. Almost all have been fundamentally redeveloped.

## **Engine lineup**

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

Combined fuel consumption in l/100 km: 8.0 – 5.6 (*29.4 – 42.0 US mpg*);

Combined CO<sub>2</sub> emissions in g/km: 185 – 149 (*297.7 – 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 combined with a seven-speed S tronic. The adaptive air suspension is also standard: at the touch of a button it raises the vehicle body by 35 millimeters (*1.4 in*). At low speeds, the lift mode adds ten millimeters (*0.4 in*) to the ride height.

## **Audi A7 Sportback**

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

### **Design, body and interior**

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

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

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

### **Drive system**

Audi offers the A7 Sportback with a range of engines, many of which have been significantly redeveloped. The lineup comprises two gasoline engines and five TDI units. All of them except the 2.0 TFSI have six cylinders. The powerful, refined engines develop between 160 kW (218 hp) and 245 kW (333 hp) and appeal with their fuel efficiency. The 3.0 TDI ultra boasts a combined fuel consumption of just 4.8 liters per 100 km (*49.0 US mpg*) on average – a CO<sub>2</sub> equivalent of 124 grams per km (*199.6 g/mi*).

## **Engine lineup**

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

Combined fuel consumption in l/100 km: 7.7 – 4.8 (30.5 – 49.0 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 178 – 124 (286.5 – 199.6 g/mi)

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

Five of the seven engines are paired with a seven-speed S tronic; both top-of-the-line TDI engines have the eight-speed tiptronic. The quattro permanent all-wheel drive system (not for 2.0 TFSI or 3.0 TDI ultra) guarantees superior traction, stability and dynamics. It can be complemented with an optional sport differential for the rear axle.

## **Chassis**

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

## **Infotainment and assistance systems**

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

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

### **Audi A7 Sportback 3.0 TDI competition**

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

## **Audi A8 and A8 L**

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

### **Design and body**

The exterior design of the Audi A8 is sporty, flowing and highly expressive. The Audi A8 L is 13 centimeters (*5.1 in*) longer than the standard version in both overall length and wheelbase. As an option, Audi can deliver 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 ultra 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 A8 exhibit impressive power, smooth running and efficiency. With the 4.0 TFSI, the cylinder on demand (COD) system deactivates four cylinders when under part load. The 4.2 TDI engine delivers a mighty 850 Nm (626.9 lb-ft) of torque to the crankshaft.

### **Engine lineup**

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

### **Audi A8**

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

Combined CO<sub>2</sub> 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 CO<sub>2</sub> emissions in g/km: 215 – 153 (346.0 – 246.2 g/mi)

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

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

### **Chassis**

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

### **Equipment and trim**

In the MMI navigation plus system, the MMI user interface with its large rotary/push-button control adds MMI touch. The Audi connect including car phone technology module connects the large sedan to the Internet. The infotainment range is rounded out by components such as the Bang & Olufsen Advanced Sound System and Rear Seat Entertainment.

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 layout – produces 368 kW (500 hp) and 625 Nm (461.0 lb-ft) torque from its 6.3 liters of engine displacement. At low engine load, the specially developed cylinder on demand (COD) system is active.

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

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

Combined CO<sub>2</sub> emissions in g/km: 259 – 254 (416.8 – 408.8 g/mi)

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

## **Audi A8 L Security**

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

## **Audi Q3**

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

### **Design and body**

The design underscores the sporty character of the Audi Q3; the low roof line and the low-angled D pillars emphasize its dynamic style. Supplementing the design and sport trim lines are four packages with which customers can customize the exterior of their vehicles.

The redesigned headlights now come with standard xenon plus technology. The optional LED headlights are particularly bright and energy-efficient. Audi offers them in combination with the dynamic turn signals integrated into the likewise redesigned LED taillights.

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

### **Interior**

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

### **Drive system**

The engine lineup includes four TFSI and two TDI units producing between 110 kW (150 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 km (*56.0 US mpg*) with emissions at 109 g CO<sub>2</sub> pro km (*175.4 g/mi*).

## **Engine lineup**

- 1.4 TFSI COD ultra with 110 kW (150 hp)
- 1.4 TFSI COD with 110 kW (150 hp)
- 2.0 TFSI with 132 kW (180 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 with 110 kW (150 hp)
- 2.0 TDI quattro with 110 kW (150 hp)
- 2.0 TDI with 135 kW (184 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 CO<sub>2</sub> emissions in g/km: 168 – 109 (270.4 – 175.4 g/mi)

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

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

## **Chassis**

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

## **Equipment and trim**

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

## **Audi Q5**

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

### **Body and interior**

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

### **Drive system**

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

### **Engine lineup**

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

Combined fuel consumption in l/100 km: 7.5 – 4.9 (*31.4 – 48.0 US mpg*);

Combined CO<sub>2</sub> emissions in g/km: 172 – 129 (*276.8 – 207.6 g/mi*)

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

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

**Chassis**

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

**Equipment and trim**

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

## **Audi Q7**

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

### **Design and body**

The new Audi Q7 has a confident road stance. The sculpted Singleframe grille dominates the front with the daytime running lights forming a distinctive double-arrow pattern in the headlight unit. The trunk lid with standard LED tail lights wraps around the D pillars. Inset moldings with the quattro logo give structure to the lower door areas; the add-on parts follow a new colors and materials concept.

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

### **Drive system**

Two largely new V6 engines are available to power the large Audi SUV. The 3.0 TDI with 200 kW (272 hp) accelerates the five-seater Q7 from 0 to 100 km/h (*62.1 mph*) in 6.3 seconds (6.5 seconds for the seven-seater), and the 3.0 TFSI with 245 kW (333 hp) accelerates it in 6.1 seconds (6.3 seconds for seven-seater). When equipped with a diesel engine and five seats, the car's combined fuel consumption is just 5.7 liters per 100 kilometers (*41.3 US mpg*) with emissions of 149 g CO<sub>2</sub> per km (*239.8 g/mi*) – 23 percent less than the previous model. Another engine now available for the first time in the Q7 ultra is a 3.0 TDI with 160 kW (218 hp). It has a combined fuel consumption of just 5.5 liters per 100 km (*42.8 US mpg*) (144 g CO<sub>2</sub> per km [*231.7 g/mi*]). All of the engines are very smooth running.



### **Engine lineup**

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

Combined fuel consumption in l/100 km: 8.3 – 5.7 (28.3 – 41.3 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 193 – 149 (310.6 – 239.8 g/mi)

*(Figures vary depending on wheels/tires)*

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

### **Chassis**

The handling of the large SUV is agile and at the same time comfortable. The electromechanical power steering and versatile Audi drive select system are standard. The vehicle can also be equipped with the optional adaptive air suspension and new optional all-wheel steering system that can turn the rear wheels up to five degrees. The wheel suspensions have also been completely redesigned, and compared with the previous model the chassis is more than 100 kilograms (220.5 lb) lighter. The vehicle's center of gravity has been lowered by 50 millimeters (2.0 in), primarily by installing the engine lower.

### **Interior and controls**

Despite having slightly more compact exterior dimensions than the previous model, the interior of the new Q7 has actually increased in size – it is the most spacious 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 an optimal interior climate with the optional 4-zone air conditioning system. Horizontal lines are emphasized by many of the sophisticated two-part trim panels. When it is dark, optional very fine light conductors trace the contours with light. All colors and materials are carefully coordinated. Optional leather packages and a design selection can make the interior even more exclusive.

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

Seat back adjustment for the rear seats is standard. The rear bench seat plus option lets users adjust the seats up to 110 mm (*4.3 in*) longitudinally, and they can accept three child seats. The optional third seat row has a standard power folding feature, and both individual seats are certified as Group III child seats throughout the EU. In the five-seater model the basic configuration of the luggage compartment boasts a volume of 890 liters (*31.4 cu ft*), and this can be increased up to 2,075 liters (*73.3 cu ft*). A power tailgate is standard, and gesture control is available as an option in conjunction with the convenience key.

### **Assistance systems**

The new Audi Q7 offers the widest range of assistance systems of any production car in the world. The predictive efficiency assistant helps the driver save fuel, while adaptive cruise control with traffic jam assist takes over the chore of steering in slow-moving traffic. The portfolio of innovations also includes cross-traffic assist, exit warning and trailer assistant. Avoidance assist and turn assist are scheduled to follow shortly after the market launch.

### **Infotainment**

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

The top-of-the-range infotainment system in the Q7, MMI navigation plus, uses the second generation modular infotainment module with its outstanding computing power. Its Wi-Fi hotspot connects the passengers’ mobile devices to the internet, while the LTE module brings the online services of Audi connect into the car. The Audi smartphone interface links cell phones that use iOS or Android technology into the infotainment environment via the MMI monitor.

For hi-fi connoisseurs, two optional sound systems are available: one from Bose and one from Bang & Olufsen with up to 1920 watts of output power and new 3D sound which opens up a new spatial dimension. 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 TT

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

### Design and body

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

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

### Drive system

Audi is offering the new generation TT with three turbocharged direct-injection engines. The TT 2.0 TDI ultra with 135 kW (184 hp) and 380 Nm (*280.3 lb-ft*) of torque needs only 4.2 liters of fuel per 100 km (*56.0 US mpg*). This corresponds to CO<sub>2</sub> emissions of 110 grams per km (*177.0 g/mi*) – a new best-in-segment figure. Then there are the 2.0 TFSI with 169 kW (230 hp) and 370 Nm (*272.9 lb-ft*) of torque and the new entry-level 1.8 TFSI engine with 132 kW (180 hp) and 250 Nm (*184.4 lb-ft*) of torque.

### Engine lineup

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

Combined fuel consumption in l/100 km: 6.6 – 4.2 (35.6 – 56.0 US mpg);  
Combined CO<sub>2</sub> emissions in g/km: 153 – 110 (246.2 – 177.0 g/mi)  
(Figures vary depending on engine/transmission/wheels/tires)

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

### **Chassis**

Clutch management is incorporated into the optional Audi drive select system. This system lets the driver control the operation of key technology modules in a variety of different modes. These modules include the adaptive damper control system Audi magnetic ride.

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

### **Interior and controls**

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

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

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

### **Assistance systems and infotainment**

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

At the top of the infotainment lineup is MMI navigation plus which utilizes high-performance modules of the second generation 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. The new Audi TT won the top overall award in the "Connected Car 2014" poll conducted among readers of *Auto Bild* and *Computer Bild* magazines.

### **Audi TT Roadster**

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

#### **Convertible top**

In common with all of Audi's convertibles, the new TT Roadster has a cloth top. Its flat, sleek line creates a perfect harmony with the sporty design, and customers can choose from three colors. At 39 kilograms (86.0 lb) the soft top is very light, and it does not compromise the 280-liter (9.9 cu ft) luggage compartment. The standard electric drive system lowers or raises it in around 10 seconds, even while driving at speeds up to around 50 km/h (31.1 mph). The soft top has a taut fit, and thanks to its excellent sound insulation it earns the name "acoustic top."

Audi can install a power extending mesh wind deflector and headroom heating for the S sport seats. The leather seat covers, another option, contain a special pigment that resists heating in sunshine.

### **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 small technical and aesthetic masterpieces.

### **Drive system**

Three four-cylinder engines are available for the new TT Roadster: the 1.8 TFSI, 2.0 TFSI and 2.0 TDI. The Audi TT 2.0 TDI ultra sets the benchmark in its class with an NEDC fuel consumption of just 4.3 liters per 100 km (54.7 US mpg) with CO<sub>2</sub> emissions of 114 grams per km (183.5 g/mi).

### **Engine lineup**

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

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

Combined CO<sub>2</sub> emissions in g/km: 158 – 114 (254.3 – 183.5 g/mi)

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

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

## **Chassis**

The TT Roadster brings together sophisticated solutions such as progressive steering, a four-link rear suspension and powerful brakes. 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 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 choice in the audio lineup.



## **S models**

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

### **Audi S1 and S1 Sportback**

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

Propulsive power comes from a 2.0 TFSI that produces 170 kW (231 hp) and up to 370 Nm (*272.9 lb-ft*) of torque. It accelerates the three-door S1 from 0 to 100 km/h (*62.1 mph*) in 5.8 seconds. The top speed for each is 250 km/h (*155.3 mph*). The two-liter turbocharged engine, with its sporty and sonorous sound, has a combined fuel consumption of just 7.0 or 7.1 liters of fuel per 100 km (*33.6 US mpg or 33.1 US mpg*) and CO<sub>2</sub> emissions of 162 or 166 grams per km (*260.7 or 267.2 g/mi*).

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

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

#### **Audi S1**

Combined fuel consumption in l/100 km: 7.3 – 7.0 (*32.2 – 33.6 US mpg*);

Combined CO<sub>2</sub> emissions in g/km: 168 – 162 (*270.4 – 260.7 g/mi*)

### **Audi S1 Sportback**

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

Combined CO<sub>2</sub> emissions in g/km: 168 – 166 (270.4 – 267.2 g/mi)

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

### **Audi S3, S3 Sportback, S3 Sedan and S3 Cabriolet**

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

In interaction with the optional six-speed S tronic (standard in the Cabriolet), the sprint from 0 to 100 km/h (62.1 mph) takes just 4.8 seconds in the Audi S3. The figure is 4.9 seconds for the Sportback and Sedan, while the Cabriolet takes 5.4 seconds. With a manual transmission (not available in the Cabriolet), sprint times increase by four-tenths of a second. The 250 km/h (155.3 mph) top speed is electronically governed.

The sonorous-sounding four-cylinder turbocharged engine in the Audi S3, in the S3 Sportback and in the S3 Sedan (each with S tronic) gives the models a combined fuel consumption of just 6.9 liters of fuel per 100 km (34.1 US mpg) (159 g CO<sub>2</sub> per km (255.9 g/mi)). With a manual transmission, the figure is 7.1 liters (33.1 US mpg) (162 g CO<sub>2</sub> per km (260.7 g/mi)), and in the Cabriolet 7.2 liters (32.7 US mpg) (165 g CO<sub>2</sub> per km (265.5 g/mi)). A newly developed multi-plate clutch in the quattro drivetrain manages the flow of power to the front and rear wheels.

A key factor in the dynamic performance of the premium compact model is its lightweight design. The Audi S3 has a curb weight of just 1,395 kilograms (3,075.4 lb) – by far a best figure in its market segment. Compared with the previous models, the weight has been reduced by as much as 70 kilograms (154.3 lb), with the body accounting for a large share of this. The S3 Cabriolet has a lightweight cloth top with an electrohydraulic drive.

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

### **Audi S3**

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

Combined CO<sub>2</sub> emissions in g/km: 164 – 159 (263.9 – 255.9 g/mi)

### **Audi A3 Sportback**

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

Combined CO<sub>2</sub> emissions in g/km: 164 – 159 (263.9 – 255.9 g/mi)

### **Audi S3 Sedan**

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

Combined CO<sub>2</sub> emissions in g/km: 164 – 159 (263.9 – 255.9 g/mi)

### **Audi A3 Cabriolet**

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

Combined CO<sub>2</sub> emissions in g/km: 165 – 164 (265.5 – 263.9 g/mi)

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

### **Audi S5 Sportback, S5 Coupé and S5 Cabriolet**

The 3.0 TFSI with 245 kW (333 hp) and 440 Nm (324.5 lb-ft) is also used in the S5 model series. The S5 Coupé sprints from a standstill to 100 km/h (62.1 mph) in 4.9 seconds. Its combined fuel consumption is just 7.7 liters per 100 km (30.5 US mpg) with CO<sub>2</sub> emissions of 162 g per km (260.7 g/mi). Key figures for the Audi S5 Sportback are 7.7 liters per 100 km (30.5 US mpg), 179 g CO<sub>2</sub> per km (288.1 g/mi) and 5.1 seconds; for the Audi S5 Cabriolet they are 7.9 liters (29.8 US mpg), 184 g/km (296.1 g/mi) and 5.4 seconds.

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

### **Audi S5 Sportback**

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

Combined CO<sub>2</sub> emissions in g/km: 184 – 179 (296.1 – 288.1 g/mi)

### **Audi S5 Coupé**

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

Combined CO<sub>2</sub> emissions in g/km: 184 – 178 (296.1 – 286.5 g/mi)

### **Audi S5 Cabriolet**

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

Combined CO<sub>2</sub> emissions in g/km: 189 – 184 (304.2 – 296.1 g/mi)

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

## **Audi S6 and Audi S6 Avant**

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

Combined fuel consumption for the sedan is only 9.2 liters per 100 kilometers (25.6 US mpg) with emissions of 214 g CO<sub>2</sub> per km (344.4 g/mi). Figures for the Avant are 9.4 liters per 100 kilometers (25.0 US mpg) with emissions of 219 g CO<sub>2</sub> per km (352.4 g/mi). Also contributing to this efficiency is the cylinder on demand (COD) system, which deactivates four cylinders when under partial load.

During these phases, Active Noise Control (ANC) largely eliminates intrusive noise by outputting precise counterphase soundwaves to the cabin through the sound system's speakers. At the same time, active engine bearings use counterpulses to attenuate low-frequency vibrations.

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

### **Audi S6**

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

Combined CO<sub>2</sub> 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 CO<sub>2</sub> 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 309 kW (420 hp) and 550 Nm (*405.7 lb-ft*) of torque – is also used in the Audi S7 Sportback. This unit accelerates the five-door coupe from 0 to 100 km/h (*62.1 mph*) in 4.6 seconds. The V8 biturbo engine, which uses cylinder on demand (COD) technology including ANC and active engine bearings when under part load, has a combined fuel consumption of just 9.3 liters per 100 kilometers (*25.3 US mpg*) with emissions of 215 g CO<sub>2</sub> per km (*346.0 g/mi*).

Power transmission in the S7 Sportback is provided by the seven-speed S tronic and quattro permanent all-wheel drive; Audi can also install an optional sport differential. The adaptive air suspension sport and the Audi drive select dynamics system are standard features. The wheels are 19-inch. Dynamic steering and sports exhaust for enhancing engine noise are available as options.

Combined fuel consumption in l/100 km: 9.5 – 9.3 (24.8 – 25.3 US mpg);  
Combined CO<sub>2</sub> emissions in g/km: 220 – 215 (354.1 – 346.0 g/mi)  
(Figures vary depending on engine/transmission/wheels/tires)

## **Audi S8**

The S8, with a power output of 382 kW (520 hp), is the large sport sedan from Audi. Its sonorous 4.0 TFSI accelerates the S8 from zero to 100 km/h (62.1 mph) in 4.1 seconds. Nonetheless, its combined fuel consumption is just 9.6 liters per 100 km (24.5 US mpg), and it emits 225 grams CO<sub>2</sub> per km (362.1 g/mi). Here too, 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 disks made of carbon fiber and ceramic.

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

Combined fuel consumption in l/100 km: 9.4 (25.0 US mpg);  
Combined CO<sub>2</sub> emissions in g/km: 216 (347.6 g/mi)  
(Figures vary depending on engine/transmission/wheels/tires)

## **Audi SQ5 TDI and SQ5 TFSI**

The SQ5 TDI is the first S model from Audi to be equipped with a diesel engine; it also fulfills the EU6 emissions standard. The 3.0 TDI, boosted by two turbochargers, produces 230 kW (313 hp), and its torque curve plateaus at 650 Nm (479.4 lb-ft) over a broad range of engine speeds. In the SQ5 TDI competition, it delivers 10 kW (13 hp) extra power. A sound actuator in the exhaust system gives the V6 biturbo a deep, sonorous sound.

The Audi SQ5 TDI needs just 5.2 seconds for the sprint from 0 to 100 km/h (62.1 mph) (SQ5 TDI competition: 5.1 seconds), and it has a top speed of 250 km/h (155.3 mph).

It sips just 6.6 liters of fuel per 100 km (35.6 US mpg), and its CO<sub>2</sub> emissions are 174 grams per km (280.0 g/mi). A fast and smooth-shifting eight-speed tiptronic and quattro permanent all-wheel drive deliver its power to the road. The taut S sport suspension lowers the body 30 millimeters (1.2 in). The wheels measure 20 inches in diameter.

For markets such as the USA, Russia and China, the SQ5 is equipped with a more powerful 3.0 TFSI engine which produces 260 kW (354 hp) and 470 Nm (346.7 lb-ft) of torque. The sprint from 0 to 100 km/h (62.1 mph) takes 5.3 seconds. The combined fuel consumption of the Audi SQ5 3.0 TFSI is 8.5 liters per 100 km (27.7 US mpg) with CO<sub>2</sub> emissions of 199 grams per km (320.3 g/mi).

#### **Audi SQ5 TDI**

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

Combined CO<sub>2</sub> emissions in g/km: 174 (280.0 g/mi)

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

#### **Audi TTS and Audi TTS Roadster**

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

In the NEDC cycle, the sonorous four-cylinder engine in the coupe has a fuel consumption of just 7.1 liters per 100 km (33.1 US mpg) and CO<sub>2</sub> emissions of 164 g/km (263.9 g/mi). With the S tronic the figures are 6.7 liters per 100 kilometers (35.1 US mpg) and 155 grams of CO<sub>2</sub> per kilometer (249.4 g/mi). The figures for the Roadster (manual/S tronic) are 7.3/6.9 liters per 100 kilometers (32.2/34.1 US mpg) and 169/159 grams CO<sub>2</sub> per kilometer (272.0/255.9 g/mi).

Playing a major role in this concerto of efficiency are highly-effective technologies from Audi – indirect fuel injection as a supplement to FSI injection, the Audi valvelift system for the exhaust valves, and thermal management with integration of the exhaust manifold in the cylinder head.

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

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

The standard S sport seats with integrated head restraints also follow lightweight design principles. The Audi virtual cockpit offers a special S view mode, in which a large tachometer is the central focus.

### **Audi TTS**

Combined fuel consumption in l/100 km: 7.3 – 6.8 (32.2 – 34.6 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 168 – 155 (270.4 – 249.4 g/mi)

### **Audi TTS Roadster**

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

Combined CO<sub>2</sub> emissions in g/km: 173 – 159 (278.4 – 255.9 g/mi)

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



## RS models

The RS models represent the high-performance automobiles of quattro GmbH. quattro all-wheel drive is also standard in these models. The lineup comprises the RS 3 Sportback, the RS Q3 and the RS 6 Avant and RS 7 Sportback models.

### Audi RS 3 Sportback

A husky, throaty sound, exhilaratingly free-revving and brawny power – the five-cylinder engines from Audi are legendary. The engine of the new RS 3 Sportback is the multiple award-winning 2.5 TFSI that produces 270 kW (367 hp) and 465 Nm (343.0 lb-ft) of torque. The turbocharged engine accelerates the compact five-door from 0 to 100 km/h (62.1 mph) in 4.3 seconds, and its top speed can be boosted to 280 km/h (174.0 mph) as an option. Its NEDC fuel consumption is just 8.1 liters per 100 km (29.0 US mpg), with CO<sub>2</sub> emissions of 189 grams per kilometer (304.2 g/mi). The 2.5-liter engine has been voted “International Engine of the Year” in its class for five consecutive years since 2010.

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

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

Combined fuel consumption in l/100 km: 8.3 – 8.1 (28.3 – 29.0 US mpg);  
Combined CO<sub>2</sub> emissions in g/km: 184 – 189 (296.1 – 304.2 g/mi)  
(Figures vary depending on wheels/tires)

## **Audi RS Q3**

The Audi RS Q3 is even more dynamic following its redesign at the end of 2014. Its turbocharged 2.5-liter five-cylinder engine delivers 250 kW (340 hp) and 450 Nm (331.9 lb-ft) of torque. The top model in the series now accelerates from 0 to 100 km/h (62.1 mph) in 4.8 seconds on its way to an electronically governed top speed of 250 km/h (155.3 mph). Its combined fuel consumption is 8.4 liters per 100 km (28.0 US mpg) – for a CO<sub>2</sub> equivalent of 198 grams per kilometer (318.7 g/mi). An RS exhaust system with a switchable flap adds even more volume to the unmistakable sound of the 2.5 TFSI, the unit which has been voted “Engine of the Year” in its class six consecutive times since 2010 by an international jury of journalists.

The seven-speed S tronic, which transfers torques to the quattro drivetrain via a hydraulic multi-plate clutch, has also been refined for even faster gear changes. The lower gears are closely spaced for sporty response while the seventh gear is long to save fuel. The Audi drive select dynamic handling system is standard. The RS Q3 runs on standard 19-inch wheels or optionally on 20-inch wheels. Audi can also equip the RS sport suspension with optional adaptive dampers.

Combined fuel consumption in l/100 km: 8.6 – 8.4 (27.4 – 28.0 US mpg);  
Combined CO<sub>2</sub> emissions in g/km: 203 – 198 (326.7 – 318.7 g/mi)  
(Figures vary depending on engine/transmission/wheels/tires)

## **Audi RS 6 Avant**

The new Audi RS 6 Avant, which was redesigned at the end of 2014, is a high-performance sports car for everyday and recreational activities, and it stands for groundbreaking performance. Its 4.0 TFSI produces 412 kW (560 hp) and 700 Nm (516.3 lb-ft) of torque. It accelerates from 0 to 100 km/h (62.1 mph) in 3.9 seconds. On request the top speed can be extended up to 305 km/h (189.5 mph).

In the combined cycle, however, the V8 biturbo consumes just 9.6 liters of fuel per 100 km (24.5 US mpg), corresponding to 223 grams CO<sub>2</sub> 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 vibrations occurring during these phases.

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 features a further developed center differential. Audi can also deliver an optional rear sport differential.

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

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

Combined CO<sub>2</sub> emissions in g/km: 223 (*358.9 g/mi*)

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

## **Audi RS 7 Sportback**

The RS7 Sportback represents dynamism in its most powerful form – Audi's large five-door coupe combines a great many impressive strengths, and it has been on the market in this redesigned version since autumn 2014. Its powerful 4.0 TFSI produced 412 kW (560 hp) and 700 Nm (*516.3 lb-ft*) of torque. The sprint from zero to 100 km/h (*62.1 mph*) takes 3.9 seconds. An option raises the electronically limited top speed to 305 km/h (*189.5 mph*). Despite this supreme level of performance, the Audi RS 7 Sportback has a combined fuel consumption of just 9.5 liters of fuel per 100 kilometers (*24.8 US mpg*) and emits 221 g CO<sub>2</sub> per km (*355.7 g/mi*) – due in part to the cylinder on demand (COD) system.

Power is transmitted via an eight-speed tiptronic and quattro permanent all-wheel drive, which can also be supplemented by a sport differential at the rear axle. The Audi drive select system, 20-inch wheels and RS adaptive air suspension are all standard equipment.

Optional 21-inch wheels, the RS sport suspension plus with Dynamic Ride Control (DRC) and carbon fiber-ceramic brakes are available as alternatives.

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

Combined CO<sub>2</sub> emissions in g/km: 221 (355.7 g/mi)

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