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## Audi Sport performance days

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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.*

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## Number One Spot: Special Editions from Audi Sport GmbH

**From compact cars to super-sportscars, Audi Sport GmbH offers a wide range of models that thrill with powerful performance and pure emotions. In 2021, the company had its largest portfolio, with 15 R and RS models. The nearly 40,000 vehicles delivered last year mark a new record in the history of Audi Sport GmbH.**

Audi Sport GmbH is continuing its model offensive with the Audi TT RS Coupé iconic edition\*, the RS 3 performance edition\*, the RS Q3 edition 10 years\*, and the R8 Coupé V10 GT RWD\*. The four special editions represent the ultimate in exclusivity and driving pleasure and mark the top of their respective series.

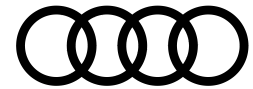
Sebastian Grams, Managing Director of Audi Sport GmbH, says: “The growing desirability of our models is a result of continuous development. We’re constantly perfecting our products so that we can offer our customers the best possible portfolio and create a highly emotional driving experience in the high-performance segment.”

Exclusive equipment – inspired by motorsports – and visual differentiation in the exterior and interior sharpen these editions in comparison with their standard counterparts. Beneath their striking design, the compact high-performance models inspire with the award-winning five-cylinder turbo engine – a technology that has been deeply rooted in Audi’s DNA for decades and makes the RS 3\* unique in its segment. Combined with top chassis technologies and increased driving performance, entering the world of Audi Sport with this special model adds an even more exclusive touch.

Audi Sport GmbH will be celebrating the tenth anniversary of the Audi RS Q3\* in 2023 with a particularly sporty version: the RS Q3 edition 10 years\*. And with the TT RS Coupé iconic edition\*, Audi is celebrating the success story of a quarter-century of the Audi TT Coupé\*. As a design icon and athletic sports coupé, the TT RS has shaped the brand just as much as the Audi R8 has as a super-sportscar. Since 2009, R8 has meant a 5.2 FSI ten-cylinder naturally aspirated engine, representing a core of the brand’s DNA. With up to 60% matching parts between the production model and the LMS race car, no other model from Audi Sport GmbH is closer to motorsports than the R8. It delivers top performance and is designed for maximum dynamics – and that’s exactly what it shares with the RS 3\*, which could not be further away in the portfolio. A compact sports car suitable for everyday use on the one hand, and a high-performance sports car on the other. Different vehicle segments, different drive concepts, but the exciting driving experience is available from the smallest Audi Sport model to the largest.

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Sebastian Grams says, “I’m very proud of what we’ve achieved in 2021. We’re seeing another push this year, including the international rollout of the RS 3\* and the R8 V10 performance RWD\*. For me, the continued positive response from our customers is the most valuable confirmation of our portfolio and, at the same time, an incentive to continue launching highly positioned models to the market in the future.”

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## High Performance in Its Purest Form: The new Audi R8 Coupé V10 GT RWD

- **Strictly limited special edition: 333 cars worldwide with consecutive numbering and exclusive features**
- **Driving fun guaranteed: 5.2 L V10 FSI engine combined with RWD Drive**
- **New driving mode: customized torque rear enables precise and controlled oversteering**

Twelve years after the premiere of the first Audi R8 GT, Audi Sport GmbH is launching the second edition of this exclusive super sports car: the new Audi R8 Coupé V10 GT RWD\*. The 5.2 liter, naturally aspirated V10 engine's output is boosted to 456 kW (620 PS) (combined fuel consumption in l/100 km (62.1 mi)\*\*: - NEDC; 15.0 - 14.9 (15.7 - 15.8 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 341 - 339 (548.8 - 545.6 g/mi) (WLTP) making it the most powerful rear-wheel drive unit in the history of the brand. A new 7-speed dual-clutch transmission for faster shifts and the new Torque Rear driving mode allows drivers to choose their own level of ESC support. This enables controlled and simultaneously precise oversteering. The seven-stage torque rear can be adjusted via the control satellite on the steering wheel. The new R8 GT\* is limited to 333 units worldwide. New and exclusive exterior and interior features pay homage to the first generation of the R8 GT. These include, for example, sequential numbering, special light alloy wheels, and an interior in a combination of black and red. The new Audi R8 Coupé V10 GT RWD\* will be available at dealerships from 2023. Prices start at € 225,000.

### The R8 GT Says Goodbye to the V10 Engine

Compared with the R8 V10 performance RWD with 570 PS (combined fuel consumption in l/100 km (62.1 mi): 12.9 (18.2 US mpg) NEDC; 12.9 - 12.5 (18.2 - 18.8 US mpg) (WLTP); combined carbon emissions in g/km: 295 - 294 (474.8 - 473.1 g/mi) (NEDC); 293 - 284 (471.5 - 457.1 g/mi)) (WLTP), which forms the basis for the second edition of the R8 GT, Audi Sport GmbH is increasing the performance of the special model in order to bring it up to the same level as the quattro model. Specifically, this means: 620 PS from 10 cylinders, 5.2 liters of displacement, and 565 Nm, available from 6,400 until 7,000 rpm (max.: 8,700 rpm). As a result, the new R8 GT\* (combined fuel consumption in l/100 km (62.1 mi)\*\*: - NEDC; 15.0 - 14.9 (15.7 - 15.8 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 341 - 339 (548.8 - 545.6 g/mi) (WLTP) accelerates to 100 km/h (62 mph) in 3.4 seconds, reaches the 200 km/h (124 mph) mark in just 10.1 seconds, and reaches a top speed of up to 320 km/h (199 mph).

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Another decisive difference: a new 7-speed dual-clutch transmission with even faster shift times. Thanks to an altered gear ratio and the associated higher speed, the new gearbox allows even more impressive acceleration in all gears. Apart from that, there's an exclusive design feature for the R8 GT\* only: the intake manifold is painted in black.

### **New Torque Rear Drive Mode**

For the first time, Audi Sport GmbH, which manufactures the new R8 GT\* largely by hand at Böllinger Höfe, is offering Torque Rear mode. Slippage is controlled on the rear axle by the traction control system (ASR). It is part of the ESC. Seven characteristic curves are stored in the ASR, offering different levels of support. Level 1 allows little slippage, while level 7 allows a lot of slippage. The desired torque rear level can be set by turning the control satellite on the steering wheel. This function also enables a different adaptation as driving skills and road conditions develop. Depending on how that progresses and taking into account information from wheel speed sensors, steering angle, accelerator pedal position, and the selected gear, the engine control unit measures engine power on the rear axle.

### **Less Is More**

Compared with the R8 Coupé V10 performance RWD\*, various measures resulted in a weight reduction of around 20 kilograms (*44 lbs*) to a total of 1570 kilograms (*3,461 lbs*) (without driver). The exclusive 20 inch, 10-spoke wheels, which can be combined with high-performance Michelin Sport Cup 2 tires, designed for road and racetrack use, play a key role in reducing weight. The lightweight forged wheels are based on Audi's motorsport vehicles. The extremely powerful ceramic braking system, which is standard equipment in the R8 GT\*, saves additional weight. In addition, there are R8 bucket seats and the performance sports suspension with the CFRP anti-roll bar. The front anti-roll bar is made from carbon fiber reinforced plastic. Together with the two coupling rod connections made of red anodized aluminum (which protects against corrosion), it reduces weight and increases road-holding and cornering dynamics. Even sportier R8 GT coilover suspension is available as an option. This allows you to individually adjust the trim position and the compression and rebound levels for your R8 GT\*. On delivery, R8 GT\* customers receive adjustment instructions and the corresponding tools.

### **A Look to Fit Its Status**

To differentiate the new Audi R8 V10 GT RWD\* from its relatives, the special model is equipped with exclusive add-on parts. The first distinguishing feature is the black "R8 GT" lettering on the rear. All other emblems are in black. With the Carbon AeroKit in high gloss, which was developed in the wind tunnel, the package generates better stability on the road, and therefore also faster cornering speeds. In all, the Carbon AeroKit consists of the following attachments: front splitter, flics, side skirt covers, cW-elements on the sides of the rear bumper, a diffuser, and a rear wing with gooseneck suspension. This insert ensures optimum wing underflow and thus improves aerodynamic efficiency.

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In the style of its predecessor, the new R8 GT\* comes in matte Suzuka Gray. Alternatively, Tangorot Metallic and Daytona Gray Metallic are available.

In the interior, Audi Sport GmbH continues its homage to the first R8 GT from 2010. The interior is crafted in a combination of black and red. This includes red belts – only available in the R8 GT from 12 years ago. The floor mats and the R8 bucket seats feature the lettering of the special model in black and red. One highlight: Customers can find the sequential numbering of their R8 GT\* in the middle of the selector lever, partially matted in the carbon inlay.

### **The Price**

The new Audi R8 Coupé V10 GT RWD\* will be at dealerships from 2023. Its price starts at € 225,000 euros.

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## The Highest Arts: Audi RS 3 performance edition

- **Faster:** top speed set at 300 km/h (186 mph)
- **Stronger:** five-cylinder turbo engine with 299 kW (407 PS) of power
- **Sportier:** bucket seats, ceramic brakes, and adaptive chassis as standard
- **Special:** limited edition of 300 units with exclusive features

The RS 3 performance edition\* (combined fuel consumption in l/100 km (62.1 mi)\*\*: - NEDC; 9.5 - 8.9 (24.8 - 26.4 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 216 - 201 (347.6 - 323.5 g/mi) (WLTP)), the sportiest compact model from Audi Sport, is fast and a true street artist. Developed for maximum performance, the special edition boasts 299 kW (407 PS) of power and a top speed of 300 km/h (186 mph). In addition to well-known top technologies like the RS torque splitter and ceramic brakes, it has RS bucket seats for optimized lateral support and a whole host of exclusive design elements.

With the third generation of the Audi RS 3 Sportback\* and the second generation of the RS 3 Sedan\*, high performance has reached a new level in the compact segment. Now Audi Sport GmbH is adding: the RS 3 performance edition\* is a limited edition of 300 units and is the pinnacle of its series both technically and visually. Available as Sportback and Sedan, the Edition guarantees driving fun and emotion across the board.

### Five-cylinder turbo engine with increased performance

The RS 3 performance edition\* (combined fuel consumption in l/100 km (62.1 mi)\*\*: - NEDC; 9.5 - 8.9 (24.8 - 26.4 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 216 - 201 (347.6 - 323.5 g/mi) (WLTP)) is more powerful and faster than any previous series RS 3. It is the first vehicle in its segment to achieve a top speed of 300 km/h (184 mph) and thus 10 km/h (6 mph) more than the standard version with RS Dynamics Package plus. In addition, the award-winning five-cylinder turbo engine with its characteristic sound, now delivers 299 kW (407 PS), 100 revolutions later, between 5,700 and 7,000 revolutions per minute on a high plateau. The torque plateau is also wider: maximum torque of 500 Nm is now available 100 revolutions longer, between 2,250 and 5,700 revolutions per minute. This is achieved through higher charge pressure: the large exhaust turbocharger generates 1.6 bar relative, which corresponds to a plus of 0.1 bar. Power is transmitted by the 7-speed S tronic dual-clutch transmission. Short shifting times without interrupting traction, a sporty gear ratio, and launch control ensure top driving performance. The RS 3 performance edition\* (combined fuel consumption in l/100 km (62.1 mi)\*\*: - NEDC; 9.5 - 8.9 (24.8 - 26.4 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 216 - 201 (347.6 - 323.5 g/mi) (WLTP)) accelerates from 0 to 100 km/h (62 mph) in 3.8 seconds.

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The power is complemented by the unmistakable and emotional sound of the five-cylinder engine with its characteristic 1-2-4-5-3 firing sequence. The standard RS sports exhaust system with a modified center silencer and glossy black, oval tailpipe trims gives a sporty, robust sound to the outside. The fully variable exhaust flap control, which broadens the sound spectrum, has been adapted slightly for the RS 3 performance edition\*: in Audi drive select's Dynamic, RS Performance, and RS Torque Rear modes, the exhaust flaps open further when the car is stationary, which makes the sound even more present.

### **Top chassis technologies in series production**

Negative wheel camber, stiffer wishbone, RS-specific tube stabilizer with a higher spring rate – all these measures already ensure high driving dynamics and stability in the standard RS 3\*. The RS 3 performance edition\* features RS sports suspension with adaptive damper control as standard equipment. It continuously and individually adjusts each shock absorber to the road conditions, the driving situation, and the mode selected in Audi drive select. Pressure and rebound damping have been increased in comparison with the previous generation RS 3, meaning that the shock absorber takes up more of the force that is passed from the chassis. The result is tighter handling. Electromagnetically actuated valves, which regulate the flow of the hydraulic fluid, provide the necessary amount damping power within ten milliseconds of the precise moment the driving situation requires. To do this, sensors measure the vertical acceleration of the body and the movement of the individual wheels relative to it. This information is processed simultaneously in the damper control unit and the modular vehicle dynamics controller, which means that each individual wheel optimally takes the car's performance to the road. This includes supporting the body during fast cornering as well as braking and acceleration, for example with launch control.

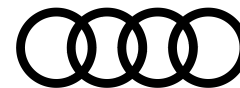
With the RS Torque Splitter, the RS 3 performance edition\* uses technology that, on the one hand, increases stability – for example in wet conditions – and, on the other hand, increases agility and reduces understeer during dynamic driving. This is achieved through two electronically controlled multi-plate clutches that actively distribute the drive torque with full variability between the rear wheels. A maximum of 50% of the driving power is directed to the rear axle; in RS Torque Rear mode all of the rearward drive torque is intermittently transmitted to the wheel on the outside of the curve. This enables drifts on closed-off routes. In combination with RS Performance Mode, the torque splitter distributes torque between the rear wheels in such a way that almost neutral handling is achieved with little understeering and oversteering, ensuring optimum performance on the racetrack. This allows you to accelerate earlier at the end of the curve for faster lap times.

The RS 3 performance edition\* (combined fuel consumption in l/100 km (62.1 mi)\*\*: - NEDC; 9.5 - 8.9 (24.8 – 26.4 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 216 - 201 (347.6 – 323.5 g/mi) (WLTP)) runs on semi-slick Pirelli P Zero “Trofeo R” tires as standard equipment – 265/35 on the front axle, 245/35 on the rear.

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Due to their specific rubber compound and asymmetrical tread, these performance tires offer particularly high grip in dry conditions, thus increasing stability and lateral grip. In keeping with their characteristics, the semi-slicks are mounted on cast aluminum wheels in motorsport design. The 19 inch rims in dark gray matte, exclusively available on the special model, have a striking design with ten cross-spokes and display the RS branding. Behind it, the standard six-piston ceramic brake takes a firm grip. Their discs on the front axle measure 380 x 38 mm (15 x 1.5 in.). The high-performance brake system, with a specially adapted pedal curve on the brake booster, is ten kilograms (22 lbs) lighter and more heat-resistant than the steel brakes. The reduction in unsprung masses brings advantages in highly dynamic applications. The rear axle has a floating caliper with 310 x 22 mm (12.2 x 0.9 in.) single-piece steel discs. The brake calipers are painted blue to match the specific interior.

### **Exclusivity and dynamism made visible**

The special model shows its leading position in the RS 3 portfolio with a wide range of new design-elements and equipment: in addition to the motorsport-design wheels and the RS-sports exhaust system with black tailpipe trims, the Audi rings and the RS 3 badge on the front and rear are also black. This is in perfect harmony with the particular finishes on the RS 3 performance edition\*: these include the pearl-effect colors Nogaro Blue, Arrow Gray and Daytona Gray as well as Sebring Black Crystal Effect and Glacier White Metallic.

Perfection down to the smallest detail is also visible in the light. The standard Matrix LED headlights with darkened bezels and the LED taillights feature a dynamic flashing light and RS-specific staging when unlocking and locking. When the RS 3 performance edition\* is opened, the digital daytime running light, consisting of 15 LED segments, displays the “checkered flag” on the passenger side and the “3-0-0” on the driver side – based on the limited number of units and a top speed of 300 km/h (186 mph). Upon closing, “R-S-3” lettering appears in the pixel field below the main headlight instead of the “3-0-0.” While driving, the checkered flag lights up on both sides as a daytime running light. Another distinguishing feature is an entrance LED in the front doors: it projects “#RS performance” onto the ground next to the car.

The special model also shows its exclusivity in the interior. For the first time in the RS 3\*, bucket seats are available as standard equipment, ensuring outstanding lateral support during dynamic cornering. Like the outer rear seats, the seat center panel also has contrasting blue honeycomb stitching. The material used for this is Dinamica microfiber fabric, which is combined with pearl Nappa leather on the side bolsters. Below the headrest, the black funnel aperture incorporates large RS lettering and, like the Carbon matte back of the seat back, emphasizes the sporty character of the special model. In addition to the full-surface blue belt straps, the contrast stitching on the center armrest, the door armrests, and the steering wheel are also in blue. The same applies to the floor mats and the trunk mat in black Velour, which also features RS lettering. For better orientation during sporty driving, the Alcantara steering wheel, which is flattened at the bottom, features a 12 o’clock marking – also in blue.

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Specifically in the special model, the background image on the 10.1 inch touch display has a carbon look and shows the characteristic 2.5 TFSI 1-2-4-5-3 firing sequence. The RS monitor also integrates displays of coolant temperature, engine and transmission oil, g-forces, and tire pressures. At the same time, the Audi virtual cockpit plus provides information on performance-related data, such as lap times, g-forces, and acceleration in seconds from 0-100 km/h (62 mph), 0-200 km/h (124 mph), quarter mile, and eighth mile.

The RS 3 performance edition\* is limited to 300 units – as illustrated by the carbon decorative inlay on the passenger side with the badge “1 of 300.” The price for the model starts at € 75,000 as a Sportback and € 77,000 as a sedan. The edition will be delivered from early 2023.

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## **Timeless Icon: Exclusive Audi TT RS Coupé iconic edition celebrates innovative design and dynamics**

- **Special edition limited to 100 vehicles in Europe**
- **Elegant exterior design, sporty Aerokit, and exclusive interior**
- **Performance and passion become palpable and visible to fans**

**Exclusive and high-performance: the market launch of the Audi TT RS Coupé iconic edition\*, limited to 100 units in Europe, will celebrate the success story of a quarter-century for the Audi TT Coupé\*. With its clean lines, this sports car has been an inspiration the world over since its premiere in 1998 due to its pure driving pleasure and puristic design language. The RS version impresses with its special five-cylinder performance and a sound that gets under your skin. The limited-edition Audi TT RS Coupé iconic edition (combined fuel consumption in l/100 km\*\*: - (NEDC); 9.1 (25.8 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km\*\*: - (NEDC); 207 (333.1 g/mi) (WLTP)) combines these emotional characteristics and accentuates them with sporty design elements, both in the exterior and interior.**

Timeless through time: the TT has been Audi's design icon for almost a quarter of a century. Now the Audi TT RS Coupé iconic edition\* is continuing the trend into the future – a fast sports car with new innovations whilst retaining the typical TT RS properties: design and dynamics.

“The name of the Audi TT RS Coupé iconic edition\* says it all,” says Sebastian Grams, Managing Director of Audi Sport GmbH. “The edition model is reminiscent of the iconic TT design language, which at the same time stands for courage and elegance in uncompromising form. Thanks to the exclusive exterior and interior highlights, the much-loved performance of our ultimate sports coupé, with its multiple award-winning five-cylinder engine, is not only palpable, but also visible to fans.”

### **Inspired by the Bauhaus: the TT Coupé**

With a vision of ‘a car for enthusiasts’, Audi presented the Audi TT Coupé as a sports car study at the IAA in Frankfurt in the fall of 1995. Almost symmetrical, the Audi TT consistently followed a design principle based on geometric, circular shapes. The design didn't compromise, but rather prioritized – and this immediately impressed the audience. Three years later, the coupé went into production almost unchanged. One year after the TT Coupé, Audi launched the TT Roadster. In its second model generation, the Coupé was enhanced with an S and RS variant.

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“The TT was inspired by the Bauhaus and its universal design philosophy of 'less is more,’” says Head of Audi Design Marc Lichte. “The maximum reduction – the omission of everything unnecessary and insignificant – was so radical and so courageous that the TT, in its simplicity, quickly achieved the highest attribute of good design: to be timeless. Once you’ve achieved that, you’re beyond trends and yet you’re never out of fashion – simply because good style doesn’t wear out.”

This is why – three TT generations and a quarter of a century later – the typical lines of the 1998 coupé can still be found in the current TT RS Coupé iconic edition\*. The edition model also remains true to the idea of reduction to the essentials; the minimalist design extends from the clear exterior to the interior, which is still clearly and simply focused on the driver to this day. The typical tube and cylinder shapes, which blend into the interior of the instrument design, can also be found in the current Audi TT RS Coupé iconic edition\* – such as the standard fuel tank cap, round ventilation outlets, shift gate edging, and the striking gear knob. The enthusiasm that was declared back in 1995 continues to inspire the TT Coupé to this day.

### **Setting the Right Tone: Dark Elegance on the Exterior**

The special edition Audi TT RS Coupé iconic edition\* confidently meets the high expectations set by its aesthetics. The RS-specific Nardo Grey finish, sets the right tone for the exclusive and athletic demands of the special model. This elegant shade of gray was named after the legendary Italian race track, Pista di Nardó, where Audi RS models also rack up their first test kilometers. As one of the most popular individual finishes with customers, it ensures an optimal first impression.

The stylish feel is further enhanced by the glossy black grille with a matte black single-frame, which clearly emphasizes the quattro lettering in a matte titanium look. The RS model also confidently wears the inlay in the side skirt in glossy black, whilst the Audi rings, the TT RS model designation on the front and rear, as well as the casings of the exterior mirrors apply this materiality consistently. The sophisticated, edition-specific 20-inch glossy black alloy wheels with a 7-arm design and matching black brake calipers continue the design language down to the last detail. Partially frosted rear triangular windows with the exclusive “iconic edition” lettering complete the striking dark look of the coupé right down to the rear.

### **Motorsports Genes: Aerokit Enhances Sporty Character**

The Audi TT RS Coupé iconic edition\* also gains dynamic strength from the Aerokit, developed in a wind tunnel. Inspired by motorsports, the front apron features side flics, a front splitter, and blades in the side front air intakes.

At the rear, the fixed carbon rear wing, with its side winglets, ensures a sporty finish and, as part of the aerodynamic concept, supports both performance and efficiency. There are vertical design elements on both sides above the RS-specific diffuser. The two striking, oval-shaped exhaust tailpipes form a striking end. In keeping with the color philosophy of the special edition, the front splitters, flics, side sill attachments, and a section of the rear diffuser look impressive in glossy black.

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The relationship between drag and lift was explicitly taken into account during the development of the Aerokit in the wind tunnel and is thus optimally balanced – improving both aerodynamics and driving performance. The increased contact pressure of the rear wing and rear diffuser places the sports car much more firmly on the road and significantly improves handling in fast corners – ideal conditions for great driving enjoyment in all situations.

### **X of 100: Highly Exclusive Interior Design Accents**

The interior of the TT RS Coupé iconic edition\* is characterized by exclusivity and attention to detail. Here, too, the dark color scheme of the exterior remains the central motif, which is further accentuated by the deliberate use of accents from Audi-exclusive components. The RS sports seats are two-tone with fine Nappa side panels in jet gray and center panels in black Alcantara, along with honeycomb stitching in calendula yellow. Exclusive “iconic edition” embroidery is embedded in the black Alcantara at shoulder height. The black floor mats are finished with RS embroidery in calendula yellow, whilst the door armrest and center console are also in jet gray and decorated with contrast stitching in calendula yellow – just like the black cowl of the Audi virtual cockpit. Customers are reaching for black Alcantara on the door panels and the RS sports leather steering wheel with calendula yellow marking at 12 o’clock. It’s all about individuality on the selector lever: the numbered badge makes each of the 100 vehicles in this special edition unique.

While the moody ambient light creates an atmosphere in the interior, the Bang & Olufsen Premium Sound System with 3D sound, enables a rich sound audible experience.

### **Form Needs Function: Legendary Five-Cylinder Engine Brings Unparalleled Sound**

The TT RS Coupé iconic edition (combined fuel consumption in l/100 km<sup>\*\*</sup>: - (NEDC); 9.1 (25.8 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km<sup>\*\*</sup>: - (NEDC); 207 (333.1 g/mi) (WLTP)) relies on Audi Sport’s proven 2.5 TFSI engine with 294 kW (400 hp) and maximum torque of 480 Nm. Numerous successes in motorsports make it one of Audi’s most compelling powertrains. Countless motorsports victories and strong day-to-day performance have earned the five-cylinder engine the “International Engine of the Year Award”, nine consecutive times since 2010.

As is typical of the TT RS, its power goes via a seven-speed S tronic to the permanent all-wheel quattro drive. An electro-hydraulically controlled multi-plate clutch, which debuted in 1998 as part of the Audi TT, distributes all-wheel power freely between the front and rear axles.

The Audi drive select driving dynamics system allows the driver to control the quattro drive system and other components, such as steering, seven-speed S tronic, exhaust flaps, and engine characteristics.

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The Audi TT RS Coupé iconic edition (combined fuel consumption in l/100 km<sup>\*\*</sup>: - (NEDC); 9.1 (25.8 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km<sup>\*\*</sup>: - (NEDC); 207 (333.1 g/mi) (WLTP)) reaches a top speed of 280 km/h (173.9 mph). This compact sports car sprints from a standstill to 100 km/h (62 mph) in just 3.7 seconds. The engine provides a highly emotional driving experience, with its typical 1-2-4-5-3 firing order and the accompanying throaty sound. Because of the firing order, adjacent and non-adjacent cylinders fire alternately, producing a very specific rhythm and character. The odd number of cylinders creates harmonic frequencies that accompany the undertone and the engine control unit also contributes to the unmistakable sound. With a heavier load, the flaps in the exhaust gas tract open up for an even fuller sound.

In addition to the usual low weight (1,475 kilograms (3,252 lbs.) TT RS Coupé), the RS sport suspension plus with adaptive dampers in the Audi magnetic ride technology, ensure excellent handling and stability. Steering also goes through the Audi drive select driving dynamics system.

### **Edition Model Available from Q1 2023**

The edition model can be ordered starting from the beginning of October 2022. In Germany, the Audi TT RS Coupé iconic edition\* is available for 113.050 euros, with delivery beginning in the first quarter of 2023.

Limited to 100 units, the special model is a highly exclusive offer for TT and RS fans. Thanks to the Audi exclusive program, customers can also tailor their Audi Sport model to their own preferences even beyond the edition – from individual exterior colors to the color of the leather to the choice of contrasting stitching.

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## Exclusive Anniversary Package: The Audi RS Q3 edition 10 years

- Limited to 555 cars worldwide
- Exclusive equipment with sporty details on the exterior and interior
- Powerful 2.5 liter five-cylinder engine with 294 kW (400 PS) and 480 Nm of torque for outstanding performance

Audi is celebrating the tenth anniversary of the Audi RS Q3\* with a sporty special edition: the RS Q3 edition 10 years\*. This car is limited to 555 units worldwide and is available for the RS Q3 (Combined fuel consumption in l/100 km (62.1 mi) \*\*: - (NEDC); 10.1–9.5 (23.29–24.76 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km \*\*: - (NEDC); 228–216 (367–347 g/mi) (WLTP)) and RS Q3 Sportback (Combined fuel consumption in l/100 km (62.1 mi) \*\*: - (NEDC); 10.1–9.6 (23.29–24.50 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km \*\*: - (NEDC); 229–218 (369–350 g/mi) (WLTP)). This compact sports car has become well established in the years since its 2013 market launch. Since 2019, the second generation has delivered 294 kW (400 PS) and 480 Nm of torque. The Audi RS Q3 edition 10 years\* is powered by the 2.5-liter five-cylinder turbo engine. It brings its power to the road via a 7-speed S tronic and its permanent all-wheel drive quattro. The anniversary edition has exclusive accents both inside and out. These include the new Chronos Gray metallic paintwork, 21 inch alloy wheels, new RS bucket seats with recycled Dinamica microfiber material, and jet black applications on the instrument panel. The Edition package will be priced starting at €5,990 and will be available to order in Germany from the end of October 2022.

### Strong Character: The Exterior

among other things, Audi is using two expressive colors to celebrate the RS Q3\*: Dew Silver matte effect or metallic Chronos Gray. The latter is intended exclusively for the special edition, while the matte silver was added to the color palette of the Audi RS Q3\* for the first time this year. Also exclusive to the edition are the black, 21 inch light alloy wheels in a double-spoke design with 225/35 format tires. The 19 inch high-performance braking system with carbon fiber-reinforced ceramic brake discs is available as a front-end option. It comes with polished Anthracite Gray brake calipers as a standard feature or, alternatively, red or blue are available for an additional charge.

Numerous add-on parts in black or glossy black emphasize the exclusive look of the edition 10 years. These include, for example, the darkened matrix LED headlights with dynamic flashing light and the wing mirror housings.

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The roof frame, window slot rims, and door trim are available in glossy black. The same applies to the blades on the front spoiler and the diffuser insert. The sporty look is rounded out with the four rings on the Singleframe grille and the rear and the model lettering in glossy black.

### **Exclusive and Sporty: The Interior**

Passengers take their seats in new RS bucket seats that are exclusive to this edition. The RS emblems in the neck area of the seat are impressive. The seatback cover in matte Carbon, which is being used for the first time in the RS Q3\*, is a special highlight. The bucket seats are upholstered in a leather-Dinamica combination in black and jet black – the new, sporty, elegant color. Dinamica is a microfiber and consists of around 45% recycled PET fibers. In addition to the seats, it is also used on the instrument panel application. The copper-colored stitching, which is repeated throughout the entire interior, creates a special contrast. This applies, for example, to the honeycomb stitching in the center of the seat, the center armrest, the door armrest, the steering wheel – which is available either in a round or flat bottom version – and the black floor mats with glossy copper-embroidered RS Q3 lettering. The edition 10 years also boasts exclusive decorative inlays in Carbon – such as the seat back cover in a matte finish. The MMI display has a carbon look – the 10.1 inch touch display features “1 of 555” lettering. The edition-specific illuminated door sill trims project a red 3D diamond onto the ground when the doors are opened.

### **Irresistible: The Drive**

The RS Q3 (Combined fuel consumption in l/100 km (62.1 mi) \*\*: - (NEDC); 10.1–9.5 (23.29–24.76 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km \*\*: - (NEDC); 228–216 (367–347 g/mi) (WLTP)) and RS Q3 Sportback (Combined fuel consumption in l/100 km (62.1 mi) \*\*: - (NEDC); 10.1–9.6 (23.29–24.50 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km \*\*: - (NEDC); 229–218 (369–350 g/mi) (WLTP)) come with a powerful 2.5 TFSI five-cylinder engine. With 2.5 liters of displacement and 294 kW (400 PS), it now boasts some 17% more power than in the previous generation of the RS Q3, which had augmented its performance to 250 kW (340 PS) in 2015. Compared to the 2013 original version with 228 kW (310 PS), that is a 29% performance increase. The maximum torque of 480 Nm is available between 2,250 and 5,850 rpm. The RS Q3\* and RS Q3 Sportback\* reach 100 km/h (62 mph) from a standstill in just 4.5 seconds. Their top speed is limited to 250 km/h (155 mph), but on request the RS Q3\* can also drive at speeds of up to 280 km/h (174 mph).

The special firing order 1-2-4-5-3 and the odd number of cylinders create a unique engine sound. The RS dual exhaust system emphasizes the characteristic sound of the five-cylinder engine, while the optionally available RS sports exhaust system sharpens it even further. The five-cylinder engine was awarded the coveted “International Engine of the Year Award” nine times in a row. The power of the five-cylinder engine runs to the quattro permanent all-wheel drive via a seven-speed S tronic as standard equipment.

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## Getting the Hang of It: Drifting with Torque Rear in All-Wheel and Rear-Wheel Drive

Two completely different vehicle concepts, one result: driving fun at the highest level. Both the R8 Coupé V10 GT RWD\* and the RS 3 performance edition\* offer the potential for drifting thanks to special modes. While the V10 engine in the high-performance R8\* sports car only powers the rear wheels, the five-cylinder engine in the compact RS 3\* sends its power to all four wheels thanks to a quattro system. In this interview, Audi Sport chassis developers Meic Diessner and Roland Waschkau explain how both cars get into the perfect slide.

### What are the fundamental differences between the drive concepts of the two vehicles?

**Meic Diessner:** The RS 3 performance edition\* uses a quattro system with the RS torque splitter. It actively regulates torque depending on the given driving situation and the chosen Audi drive select mode. The two multi-plate clutches in the torque splitter variably distribute 50% of the driving power – the maximum available to the rear axle – between the two rear wheels. The result is more agile handling and increased lateral dynamics. As in the standard model, the RS-specific higher rate stabilizer, which is tuned to the torque splitter, and stiffer uprights also play their part.

**Roland Waschkau:** As the abbreviation RWD suggests, the R8 Coupé V10 GT RWD\* is a purely rear-wheel drive vehicle. It uses a chassis set-up that was specifically designed for rear-wheel drive. The stabilizers on the rear axle are softer for more grip on the racetrack. Since the R8 performance RWD forms the basis, we also carry over the increased camber on the rear axle compared to the R8 with quattro drive. Just like the locking center differential normally used in our supercar, this has advantages in terms of driving dynamics.

### How is a drift performed in the RS 3 performance edition\* and the R8 Coupé V10 GT RWD\*?

**Meic Diessner:** In both models, drifting is generally initiated by slip on the rear axle. In the RS 3 performance edition\*, this happens when the torque splitter completely transfers the engine power that has been sent to the rear to the outside wheel. This generates a strongly oversteering condition and thus a drift. To do this, RS Torque Rear mode must be selected in the Audi drive select, and the Electronic Stability Control (ESC) must be deactivated. This is the only way to ensure the greatest possible slip.

Each of the two clutches in the rear differential has its own control unit. They not only communicate with each other, but also evaluate data from the wheel speed sensors as well as the longitudinal and lateral acceleration of the vehicle. The steering angle, accelerator pedal position, and selected gear also influence the degree of oversteer.

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**Roland Waschkau:** In the R8 Coupé V10 GT RWD\*, slip on the rear axle is controlled by the traction control system. It is part of the ESC. Seven characteristic curves are stored in the traction control system, offering different levels of ESC support. Level 1 allows little slip, while level 7 allows a lot of slip. In the Audi drive select, there is a new mode that, as in the RS 3 performance edition\*, is called Torque Rear. It causes controlled oversteer. The desired torque rear level can be set by turning the control satellite on the steering wheel. Depending on the setting and taking into account information from wheel speed sensors, steering angle, accelerator pedal position, and the selected gear, the engine control unit controls, how much power is sent to the rear axle. In principle, the influencing parameters are identical to the RS 3 performance edition\*. Only the stepped adjustment of the ESC support has been added. This function also enables incremental adaptation as driving skills develop.

### **Does this mean that drifting is more difficult in the R8 V10 GT RWD\*?**

**Roland Waschkau:** Let's put it this way: the challenges of drifting in the R8 Coupé V10 GT RWD\* are completely different. Although the sportscar's rear-wheel drive makes it easier to oversteer, its mid-engine concept makes it more challenging to hold the drift because it rotates faster. It requires the driver's full attention to control the drift. Important: you can't use the accelerator too much and you have to steer with feel.

**Meic Diessner:** In contrast to the R8 Coupé V10 GT RWD\*, the front wheels of the RS 3 performance edition\* are always driven. This means that you first have to create slip on the front axle for the vehicle to rotate at all. This can be done by accelerating more. In direct comparison with the R8 Coupé V10 GT RWD\*, it is more difficult to induce oversteer in the RS 3 performance edition\* and position the car, but easier to hold the drift.

### **What was the purpose of the drift modes?**

**Meic Diessner:** Quite simple: to have fun! Although the initial intention for the RS torque splitter was not the drift mode. The major advantage of the system is increased agility and less understeer during dynamic cornering. Moreover, it gives the vehicle more stability, especially in wet conditions. RS Torque Rear mode is basically a nice addition.

**Roland Waschkau:** That also applies to the R8 Coupé V10 GT RWD\*. Basically, the different vehicle segments alone create different premises for positioning the models: the RS 3 performance edition\* is the entry to the world of Audi Sport, while the R8 Coupé V10 GT RWD\* is the top model – a compact sports car suitable for everyday use on the one hand, and a high-performance sports car on the other. What both have in common is dynamics and driving enjoyment at the highest level.

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## **“We will be redefining performance in new ways”**

As their respective model’s ultimate version, the release of the Audi R8 V10 GT RWD\* and the Audi TT RS Coupé iconic edition\* marks a significant moment in the history of Audi’s performance vehicles. Oliver Hoffmann, Member of the Board of Management for Technical Development at AUDI AG and Sebastian Grams, Managing Director of Audi Sport GmbH, took this opportunity to share their thoughts on the two models, their history, and the future of Audi sports cars.

### **Oliver Hoffmann on the Audi R8 and the Audi R8 V10 GT RWD:**

- “Since its introduction, the R8 has been key in sharpening our performance edge. No other model has been closer to our successful motorsport programs.”
- “In the R8’s ultimate version the new Torque Rear mode allows the drivers to choose their own level of ESC support, enabling them to experience the R8’s performance even more directly.”

### **Sebastian Grams on the Audi R8 and the Audi R8 V10 GT RWD:**

- “The R8\* is a symbol of courage, progress, and performance.”
- “I was fortunate to be part of this project at the very beginning, when I was involved in the engineering of the first generation’s engine and watch it develop from there.”

### **Oliver Hoffmann on the Audi TT RS and Audi TT RS Coupé iconic edition:**

- “The TT RS has become synonymous with turbocharged five-cylinder performance and bold design.”
- “As the ultimate version of the TT RS the iconic edition\* features a motorsport inspired Aerokit which supports both performance as well as efficiency and was extensively developed in the AUDI AG wind tunnel.”

### **Sebastian Grams on the Audi TT RS and Audi TT RS Coupé iconic edition:**

- “Renowned for its five-cylinder engine and quattro all-wheel-drive system, the Audi TT RS carries the torch for some of Audi’s most iconic technologies.”
- “Both its features and its performance have always been about looking forward – not just as the person behind the wheel.”

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**Oliver Hoffmann on both vehicles and the future of Audi sports cars:**

- I feel very privileged to have been part to the story of these two iconic models from many different perspectives: from an engineer to the managing director of Audi Sport to a member of the board.
- “Going forward into our electric future, we will be redefining performance in new ways.”
- “We will continue to bring out some of our most exciting vehicles over the next years.”

**Sebastian Grams on the future of Audi sports cars:**

- “Today, electric drivetrains enable new vehicle concepts and driving experiences that were previously unimaginable.”
- “It is my task together with my Audi Sport team to shape the future of R and RS by developing new and exciting performance vehicles after the discontinuation of the TT series and the R8.”
- “We will keep the daring spirit that brought us sports cars like the Audi R8 GT V10 RWD\* and the Audi TT RS Coupé iconic edition\*. And we will also transfer the knowledge we have gathered from developing them to the electric future.”

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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segments. The brands Audi, Ducati, Lamborghini and Bentley produce at 21 locations in 13 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2021, the Audi Group delivered around 1.681 million cars from the Audi brand, 8,405 sports cars from the Lamborghini brand and 59,447 motorcycles from the Ducati brand to customers. In the 2021 fiscal year, AUDI AG achieved a total revenue of €53.1 billion and an operating profit before special items of €5.5 billion. More than 89,000 people all over the world work for the Audi Group, around 58,000 of them in Germany. With its attractive brands, new models, innovative mobility offerings and groundbreaking services, the group is systematically pursuing its path toward becoming a provider of sustainable, individual, premium mobility.

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**Fuel consumption and emissions values\*\* of the models named above:**

**Audi TT RS Coupé iconic edition**

Combined fuel consumption in l/100 km (62.1 mi): - (NEDC); 9.1 (25.8 US mpg) (WLTP);  
combined CO<sub>2</sub> emissions in g/km: - (NEDC); 207 (333.1 g/mi) (WLTP)

**Audi R8 Coupé V10 GT RWD**

Combined fuel consumption in l/100 km (62.1 mi) - NEDC; 15.0 - 14.9 (15.7 - 15.8 US mpg)  
(WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 341 - 339 (548.8 - 545.6 g/mi) (WLTP)

**Audi RS Q3**

Combined fuel consumption in l/100 km (62.1 mi): - (NEDC); 10.1-9.5 (23.29-24.76 US mpg)  
(WLTP); Combined CO<sub>2</sub> emissions in g/km: - (NEDC); 228-216 (367-347 g/mi) (WLTP)

**Audi RS Q3 Sportback**

Combined fuel consumption in l/100 km (62.1 mi): - (NEDC); 10.1-9.6 (23.29-24.50 US mpg)  
(WLTP); Combined CO<sub>2</sub> emissions in g/km: - (NEDC); 229-218 (369-350 g/mi) (WLTP)

**Audi RS 3 performance edition**

Combined fuel consumption in l/100 km (62.1 mi) - NEDC; 9.5 - 8.9 (24.8 - 26.4 US mpg)  
(WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 216 - 201 (347.6 - 323.5 g/mi) (WLTP)

**Audi RS 3 Sportback performance edition**

Combined fuel consumption in l/100 km (62.1 mi) - NEDC; 9.5 - 9.0 (24.8 - 26.1 US mpg)  
(WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 216 - 205 (347.6 - 329.9 g/mi) (WLTP)

**Audi RS 3 Sedan performance edition**

Combined fuel consumption in l/100 km (62.1 mi) - NEDC; 9.3 - 8.9 (25.3 - 26.4 US mpg)  
(WLTP); combined CO<sub>2</sub> emissions in g/km: - NEDC; 212 - 201 (341.2 - 323.5 g/mi) (WLTP)

*Consumption and emissions values are only available according to WLTP and not according to NEFZ for this vehicle. Information on fuel consumption and CO<sub>2</sub> emissions in ranges are dependent on the chosen vehicle specification.*

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**Audi TT RS Coupé**

Combined fuel consumption in l/100 km: 8.5 (27.7 US mpg) (NEDC);  
combined CO<sub>2</sub> emissions in g/km: 194-193 (312.2-310.6 g/mi) (NEDC)

**Audi TT RS Roadster**

Combined fuel consumption in l/100 km: 8.7 (27.0 US mpg) (NEDC);  
combined CO<sub>2</sub> emissions in g/km: 200-199 (321.9-320.3 g/mi) (NEDC)

**Audi R8 Coupé V10 performance RWD**

Combined fuel consumption in l/100 km (62.1 mi): 12.9 (18.2 US mpg) NEDC; 12,9 - 12,5  
(18.2 - 18.8 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: 295 - 294 (474.8 - 473.1  
g/mi) (NEDC); 293 - 284 (471.5 - 457.1 g/mi) (WLTP)

**Audi RS 3**

Combined fuel consumption in l/100 km (62.1 mi): 8.8 - 8.2 (26.7-28.7 US mpg) NEDC;  
9.5 - 8.9 (24.8 - 26.4 US mpg) (WLTP); combined CO<sub>2</sub> emissions in g/km: 201-188 (323.5-  
302.6 g/mi) NEDC; 217 - 201 (349.2 - 323.5 g/mi) (WLTP)

**Audi RS 3 Sportback**

Combined fuel consumption in l/100 km: 8.8 - 8.3 (26.7 - 28.3 US mpg) NEDC; 9.5 - 9.0  
(24.8 - 26.1 US mpg) (WLTP); Combined CO<sub>2</sub> emissions in g/km: 201 - 190 (323.5 - 305.8  
g/mi) NEDC; 217 - 205 (349.2 - 329.9 g/mi) (WLTP)

### **Audi RS 3 Sedan**

Combined fuel consumption in l/100 km: 8.7 – 8.2 (27.0 – 28.7 US mpg) (NEDC); 9.4 - 8.9 (25.0 – 26.4 US mpg) (WLTP); Combined CO<sub>2</sub> emissions in g/km: 198 – 188 (318.7 – 302.6 g/mi) NEDC; 214 - 201 (344.4 – 323.5 g/mi) (WLTP)

*\*\*The indicated consumption and emissions values were determined according to the legally specified measuring methods. The WLTP test cycle completely replaced the NEDC on January 1, 2022, which means that no NEDC figures are available for vehicles with new type approvals from after this date.*

*The figures do not refer to a single, specific vehicle and are not part of the offering but are instead provided solely to allow comparisons of the different vehicle types. Additional equipment and accessories (add-on parts, different tire formats, etc.) may change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO<sub>2</sub> emissions and the performance figures for the vehicle.*

*Due to the more realistic test conditions, the consumption and CO<sub>2</sub> emission values measured are in many cases higher than the values measured according to the NEDC. This may result in corresponding changes in vehicle taxation since September 1, 2018. Additional information about the differences between WLTP and NEDC is available at [www.audi.de/wltp](http://www.audi.de/wltp)*

*Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the “Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models”, which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).*