

## The return of a unique concept

- **Stephan Reil, former Head of Technical Development at quattro GmbH: “At the time we said to ourselves: the TT is a real sports car, and a high-performance version of it simply belongs on the road.”**

**Ingolstadt/Neckarsulm, May 15, 2023 – After two RS 4 and RS 6 models, each in the mid-range, quattro GmbH presented its first compact class vehicle in 2009: the Audi TT RS. “We said to ourselves at the time: The TT is a real sports car, and a high-performance version of it simply belongs on the road,” says Stephan Reil, then Chief Developer at quattro GmbH. First of all, a suitable engine to base the pioneering project on had to be found. An engine that offers sufficient scope for increasing the performance of the second-generation TT to match those of high-performance RS models. Stephan Reil found it in an Audi concept that achieved cult status from 1976 to 1997 and not least in the original quattro of 1980: the five-cylinder engine.**

Such an in-line engine with the unique 1-2-4-5-3 ignition sequence and the unmistakable sound associated with it has not been in Audi’s range for almost twelve years, but its sister brand Volkswagen did have it in its line-up. Based on the 2.5-liter five-cylinder engine from the U.S. version of the VW Jetta with the internal identifier EA 855, quattro GmbH developed a high-performance unit: A reinforced engine block with a modified cylinder head and gasoline direct injection TFSI together with a turbocharger for high efficiency and low emissions.

The relaunch of the five-cylinder concept gave the first Audi TT RS an output of 250 kW (340 hp). Unlike its predecessors in the larger Audi models, the inline five-cylinder engine of this second generation did not fit longitudinally, but only transversely installed in the more compact dimensions of the TT’s front end. Subsequently, the 2.5-liter turbo five-cylinder developed into another globally celebrated Audi trademark. The continuously improved power unit was awarded “International Engine of the Year” nine times in succession.

Unlike the RS 4 and RS 6 models, the quattro drivetrain system, which is mandatory for RS models, does not distribute the engine power to the four wheels via a Torsen center differential in the Audi TT RS. Instead, for the first time in a quattro GmbH vehicle, it uses the Haldex principle. This means that in addition to the drive shafts of the front wheels, an angular drivetrain in the transmission transmits the driven forces toward the rear axle. The first Audi TT RS and its successors are offered as a coupe and roadster.

Audi Sport GmbH (named quattro GmbH until 2016) continues its successful five-cylinder tradition to this day in the models from the A-segment, in addition to the TT RS\*, i.e. in both the

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

RS 3\* and the RS Q3\*. The latest version of the 2.5-liter TFSI turbocharged engine, the most powerful to date at 299 kW (407 hp), operates in the performance edition of the Audi RS 3 presented as a sedan\* and as a Sportback\* in 2022. “For me, the five-cylinder is an absolute icon that we continue to perfect to this day. The lap record of our current Audi RS 3 on the Nürburgring-Nordschleife in 2021 impressively demonstrated what the engine is capable of in its highest configuration stage in combination with the torque splitter,” says Steffen Bamberger, Head of Technical Development at Audi Sport GmbH.

### **Communications Audi Sport GmbH**

Lisa Först

Spokeswoman Audi Sport GmbH

Tel.: +49 152 57718308

E-mail: [lisa.foerst@audi.de](mailto:lisa.foerst@audi.de)

[www.audi-mediacyenter.com](http://www.audi-mediacyenter.com)



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In 2022, the Audi Group delivered 1.61 million Audi vehicles, 15,174 Bentley vehicles, 9,233 Lamborghini vehicles, and 61,562 Ducati motorcycles to customers. In the 2022 fiscal year, AUDI Group achieved a total revenue of €61.8 billion and an operating profit of €7.6 billion. Worldwide, more than 87,000 people worked for the Audi Group in 2022, over 54,000 of them at AUDI AG 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/electric power consumption and emissions values\*\* of the models named above:**

**Audi TT RS Coupé 2.5 TFSI**

Combined fuel consumption in l/100 km: 9.2–8.8;  
combined CO<sub>2</sub> emissions in g/km: 208–201

**Audi TT RS Roadster 2.5 TFSI**

Combined fuel consumption in l/100 km: 9.3–9.2;  
combined CO<sub>2</sub> emissions in g/km: 210–208

**Audi RS 3 Sportback 2.5 TFSI quattro**

Combined fuel consumption in l/100 km: 9.5–9.0;  
combined CO<sub>2</sub> emissions in g/km: 216–205

**Audi RS 3 Sedan 2.5 TFSI quattro:**

Combined fuel consumption in l/100 km: 9.4–8.9;  
combined CO<sub>2</sub> emissions in g/km: 214–201

**Audi RS Q3 2.5 TFSI quattro**

Combined fuel consumption in l/100 km: 10.1–9.5;  
combined CO<sub>2</sub> emissions in g/km: 228–216

**Audi RS Q3 Sportback 2.5 TFSI quattro**

Combined fuel consumption in l/100 km: 10.1–9.6;  
combined CO<sub>2</sub> emissions in g/km: 229–218

**Audi TT RS Coupé iconic edition**

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

**Audi RS Q3 Sportback 2.5 TFSI quattro**

Combined fuel consumption in l/100 km: 9.0–8.8;  
combined CO<sub>2</sub> emissions in g/km: 206–201

**Audi RS 3 Sportback 2.5 TFSI quattro**

Combined fuel consumption in l/100 km: 8.8–8.3;  
combined CO<sub>2</sub> emissions in g/km: 201–190

*\*\*The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). 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. Additional information about the differences between WLTP and NEDC is available at [www.audi.de/wltp](http://www.audi.de/wltp).*

*At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC*

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*values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electric power consumption, CO<sub>2</sub> emissions and performance figures.*

*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, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).*