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Audi S3 Sportback and Audi S3 Sedan

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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.

All terms marked in blue in the text are explained in detail in the technology lexicon at <https://www.audi-mediacenter.com/en/audi-technology-lexicon> for a detailed explanation.

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In a nutshell

High-performance, agile, expressive: the new Audi S3

- **Increased performance with 333 PS of power and 420 Nm of torque**
- **Torque splitter and dynamic plus mode for agile handling**
- **Expressive design and selectable daytime running light signatures**

Ingolstadt, April 9, 2024 – With a host of new features, the Audi S3* is more than just a product upgrade: Increased output, a torque splitter, and other technology highlights ensure strong performance and agile handling. Visually, the compact model reflects its increased dynamics with an expressive front design, a sporty diffuser, and a four-pipe performance exhaust system. The Audi S3* will be available at dealerships as a Sportback and as a sedan in the second quarter of 2024. Price: from 55,600 euro.

More performance: 2.0 TFSI with 333 PS

With 245 kW (333 PS) and 420 Nm of torque, the S3 (Combined fuel consumption in l/100 km: 8,7-8,1 (27.0-29.0 US mpg); combined CO₂ emissions in g/km: 198-185 (318.7-297.7 g/mi; CO₂ class: A) is more powerful than ever. As part of the product upgrade, the 2.0 TFSI receives an increase in output of 23 PS and 20 Nm more torque. The result is confident pulling power and strong acceleration. The S3 (Combined fuel consumption in l/100 km: 8,7-8,1 (27.0-29.0 US mpg); combined CO₂ emissions in g/km: 198-185 (318.7-297.7 g/mi; CO₂ class: A) accelerates from 0 to 100 km/h (62 mph) in 4.7 seconds. Maximum torque is available in a wide rev range between 2,100 and 5,500 rpm. Top speed is limited to 250 km/h (155 mph). The engine and transmission also receive a sportier tuning: When at a steady speed and at low to medium acceleration in the part-load range, the preloaded turbocharger keeps at a constant rpm. In combination with the throttle valve, which is opened during overrun mode, this improves performance. The seven-speed S tronic now enables a more spontaneous take off, thanks to higher starting torque. This is achieved by compressing the clutch pack of the respective clutch more strongly. In addition, the shift time for gearshifts under full load has been halved and engine speeds are increased under partial load when the transmission is set to D which results in very good responsiveness.

More driving dynamics: quattro drive system with torque splitter

Following the RS 3*, the torque splitter is now also available in the S3*, increasing both agility and stability. This technology enables fully variable torque distribution between the rear wheels. The torque splitter uses an electronically controlled multiple disk clutch on each drive shaft to

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optimally distribute the torque between the rear wheel on the inside and the outside of the curve – depending on the driving situation and the chosen Audi drive select mode.

More emotion: Audi drive select mode dynamic plus

Audi drive select offers six distinct modes for a wide range of driving experiences – from an emphasis on comfort to highly dynamic. In addition to the familiar profiles (auto, comfort, dynamic, individual, and efficiency), the model upgrade for the S3* features the new dynamic plus mode, which – as the name suggests – ensures especially high driving dynamics. To do this, the torque splitter sends as much drive torque as possible to the rear axle and to the rear wheel on the outside of the curve, resulting in a tendency to oversteer. The electronic stabilization control (ESC) is automatically active in sport mode. Modest interventions by the ESC system ensure an increased and even more emotional driving experience on surfaces with different friction coefficients. The engine and transmission have also been tuned specifically for dynamic plus mode. Compared to the dynamic mode, the idle speed of the 2.0 TFSI has increased by 200 rpm to 1,300 rpm to improve off-the-line performance further. The throttle response is even more direct. In addition to shorter gearshifts, the transmission also contributes to increased dynamics with later upshifts and earlier downshifts.

More precision: suspension optimizations

Wishbones with stiffer bearings and new pivot bearings that allow more negative wheel camber ensure an improved steering response and increased lateral control, which means more grip and dynamics in corners. Fittingly, the optimized progressive steering helps the S3* take corners even more precisely. Especially in the middle position, the steering, with its angle-dependent ratio, is more centered, which improves handling. The S sports suspension comes as standard in the S3 models. It lowers the body by 15 mm compared to the A3. The same applies to the optional S sport suspension with adaptive dampers, which has been specially tuned for the torque splitter and the respective Audi drive select modes. A new generation of the electronic stabilization control is also used. Wheel-selective torque control, which selectively brakes the wheels on the inside of the curve slightly while cornering, has also been further developed, as have been the traction and deceleration behavior. Overall, the S3-specific tuning of the suspension control systems results in dynamic turn in and driving behavior. The improved handling goes hand in hand with improved stability at the limit.

More grip: two new 19-inch tires

The Audi S3* comes as standard with 18-inch 225/40 tires. Two 19-inch 235/35 tires are available as an option, including performance tires with optimized dry handling and improved braking behavior. Completely new to the range: sports tires from Falken. They offer remarkably high grip and precise track stability, especially on dry roads. In addition, the Falken Label D tires feature extremely precise handling across the entire speed range.

More deceleration: larger brake disks

The increased driving dynamics mean increased demand on the brakes. For this reason, the model upgrade for the S3* has been equipped with larger ventilated brake disks on the

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front axle, which are perforated to provide a visual highlight. The 18-inch steel brake now measures 357 mm in diameter and, at 34 mm, is four mm thicker than before. The two-pistons calipers at the front are new too. They further improve braking performance, as do larger pads and larger friction surface of the disks, which have a significantly higher thermal and thus also a higher load capacity.

More expressiveness: progressive design

With the model upgrade, the Audi S3* has an even sportier and tauter appearance. The hexagonal, frameless Singleframe features a new structure that is noticeably flatter and wider. L-shaped design elements accentuate the voluminous grille that, along with the large, angular side air intakes, highlights the S3's dynamic character. A striking front spoiler, with two vertical struts inspired by motorsport, connects the two and further lowers the S3* visually.

A new bumper also makes the rear look more dynamic than ever. The structure of the Singleframe with its distinctive L-wings is reflected in the glossy black rear apron above the diffuser. It is divided into two parts for an S specific design that looks particularly sporty when combined with the vertical side reflectors that are a design feature of RS models. The dynamic appearance is rounded out by four tailpipes, another characteristic S-model feature. The optional performance exhaust system, which delivers a more voluminous sound, features a titanium silencer.

The vehicle's progressive design is further accentuated by new expressive metallic finishes, including District Green, Ascari Blue, and Progressive Red. For the first time, Daytona Gray is also available in a matte finish.

More variety: up to four different daytime running light signatures

Like the redesigned Singleframe, the lighting design is significantly flatter, emphasizing the width of the Audi S3*. The 24-pixel elements that make up the digital daytime running lights in the LED and Matrix LED headlights are now arranged in three rows on the upper edge of the housing. For the first time in A3 series models, it is now possible to select and switch between up to four digital daytime running light signatures in the MMI. "This offers our customers a higher degree of personalization. They can change the expression of their model at any time. The signatures interpret self-confidence and agility in different ways," says Cesar Muntada, Head of Design Light Experience at AUDI AG. "This is also true for the coming home/leaving home scenarios, which were designed individually for each signature." The tail lamps also feature a new rear light design and new staging of the coming home/leaving home function.

More charisma: sharpened interior

To match the more striking exterior, the interior has also been significantly sharpened. There are quite a few alterations here – from the shifter design and air vents to the decorative fabric inlays and new interior lighting. All these elements show precision in detail and emphasize the vehicle's progressive and technical appearance. The standard ambient light package plus in the S3* adds accents in the storage compartment in front of the shifter, on the doors, and in the footwell. With the model upgrade, the center console and cup holder now also feature contour lighting.

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One eye-catching new design element is the fabric panel in the front doors that was laser-cut 300 times. Its five segments are backlit by a light source in the door panel. The different sizes of the elements create a dynamic flow of light – which is also apparent when locking and unlocking the vehicle. This makes the illuminated fabric panel a unique design experience.

The interior of the S3 models features dark colors with a few silver accents. A black roof lining, stainless steel pedals, illuminated door sills with aluminum inserts featuring the S logo, and aluminum-style interior trim emphasize the vehicle's sporty character. Artificial leather armrests and two-zone comfort air conditioning come as standard. Flattened at the bottom, the three-spoke sports contour leather steering wheel features multifunction buttons and new chrome-plated steering wheel paddles. Sports seats with integrated headrests and pronounced side bolsters provide enhanced lateral support. In addition to Dinamica microfiber, a new technical textured fabric is available for the decorative inlays, as are aluminum and carbon fiber.

More functionality: integration of apps and functions on demand

The S3* is digital and connected – thanks to numerous connect services, functions on demand, and a store for apps. In addition to DAB+ digital radio and the 10.1-inch touch display, the Audi virtual cockpit, and an inductive smartphone charger all come as standard. In addition to the two front USB C charging ports in the center console, there are two additional ports in the rear as standard.

Other optional features include MMI navigation plus, along with the complete connect portfolio and access to the store for apps, which allows the driver to use a wide range of applications right on the vehicle display. The selected apps are installed in the S3's infotainment system – without taking a detour via the user's smartphone. Users can also interact with their apps via voice command. Functions on demand ensures a high degree of flexibility. A total of five individual infotainment and comfort functions can be added online via the myAudi app, even after the vehicle has been purchased.

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Just the facts

Audi S3 Sportback and Audi S3 Sedan

Drive system

- > 2.0 TFSI with
 - 245 kW (333 PS) output at 5,000 to 6,500 rpm
 - 420 Nm torque at 2,100 to 5,500 rpm
- > Acceleration from 0 to 100 km/h (62 mph) in 4.7 seconds, top speed: 250 km/h (155 mph) (fixed)
- > Preloaded turbocharger held at a constant rpm when at a steady speed and at low to medium acceleration under partial load for faster power delivery
- > Throttle valve open during overrun for improved response
- > Fuel injection system with 350 bar of pressure, [Audi valvelift system \(AVS\)](#) for variable valve lift
- > Sportier application for the seven-speed S tronic transmission

Suspension

- > Torque splitter with active, variable torque distribution on the rear axle for greater agility and stability
- > Audi drive select dynamic handling system with six profiles as standard; new dynamic plus mode
- > Ventilated 18-inch brake discs with increased thermal capacity and load capacity (4 mm thicker than the previous model)
- > Two new 19-inch tires (235/35 R19 91Y XL) with improved dry handling and braking performance
- > Next-generation ESC for improved traction, deceleration, and stability
- > New lower control arm bushings and knuckles for faster buildup of lateral force in the tires and a more direct steering response
- > Optimized progressive steering (standard) with improved steering response and optimized turn-in response
- > S sports suspension as standard, on request S sports suspension with adaptive damper control (both -15 mm compared to the standard suspension in the A3)

Exterior

- > Sporty exterior design thanks to
 - Flat, wide, and frameless Singleframe with new structure
 - Redesigned, large air intakes and bumpers with distinctive front spoiler
 - New headlights and rear light design that emphasizes vehicle width
 - Distinctive diffuser and S-specific exhaust system with four tailpipes; optional performance exhaust system with silencer made of titanium
 - New wheel designs (18-inch wheels standard, optional 19-inch)
 - Exterior mirror caps in chrome-like appearance as standard
 - Red brake calipers optional

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- > LED and Matrix LED headlights with digital daytime running light signature and coming home/leaving home function; up to four different digital daytime running light signatures switchable in the MMI
- > New exterior colors available, including new Arkona White (solid), Ascari Blue Metallic, Progressive Red Metallic, and District Green Metallic; additional matte finish available in Daytona Gray

Interior

- > Progressive design, driver-oriented cockpit, numerous individualization options
- > New materials and design elements: decorative fabric inlays, new shifter design
- > Standard:
 - Sport seats with integrated headrests and pronounced side bolsters, S embossing in the front seat backrests
 - Flat-bottom three-spoke sports contour leather steering wheel, with multifunction plus and chrome-plated steering wheel paddles
 - Aluminum-style interior applications
 - Black roof lining
 - Stainless steel pedals
 - Illuminated door sills with aluminum inserts featuring the S logo
 - Center armrest and cup holders
 - Artificial leather armrests
 - Two-zone comfort air conditioning
 - Ambient light package plus with contour lights in 30 customizable colors
- > Optional features include:
 - Decorative inlays in aluminum and carbon, and full leather seats in fine Nappa leather with diamond stitching
 - Ambient light package pro with illuminated fabric panel in doors
 - Three-zone comfort air conditioning with separate temperature controls for driver and front passenger and additional control for rear of vehicle
 - Front seats feature massage function for increased comfort

Infotainment

- > Standard:
 - Audi virtual Cockpit
 - 10.1-inch touch display with voice recognition for controlling infotainment and vehicle functions, and handwriting recognition on touch display
 - DAB+ digital radio
 - Audi phone box light with inductive smartphone charger
 - USB-C ports in front and rear (charging)
- > Optional:
 - MMI navigation plus with Audi connect services, store for apps, Amazon Alexa integration, WLAN hotspot, and Audi virtual cockpit plus with 12.3-inch screen
 - Online and hybrid radio

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- Audi phone box with external antenna for the best possible reception quality for hands-free calling, in addition to standard inductive charging
- Sonos Premium Sound System with virtual 3D sound in the front for an immersive audio experience
- Head-up display for showing important information in the driver's direct field of view
- > Functions on demand: individual and flexible addition of functions even after vehicle purchase via myAudi app for various periods; offer includes functions in infotainment and driver assistance
 - MMI Navigation plus incl. Audi connect services
 - Smartphone interface for connecting iOS and Android phones via Apple CarPlay and Android Auto
 - Adaptive cruise control
 - High-beam assist

Driver assistance systems

- > High level of safety comes standard thanks to Audi pre sense front, collision avoidance and turn assist, lane departure warning, speed limiter, and rear park assist
- > In addition, numerous optional assistance systems increase comfort and safety on long drives and provide support in urban areas, including:
 - Adaptive driving assist with lane change assist to control longitudinal and lateral control
 - Adaptive cruise control to control the distance to vehicles ahead
 - Lane change warning with exit warning and rear cross-traffic assist to monitor traffic behind and alongside the vehicle
 - Park assist with park assist plus to support parking and backing out of parking spaces through targeted steering maneuvers

The model in detail

More output – more fun behind the wheel – more equipment: The Audi S3 Sportback and the Audi S3 Sedan

After almost four years on the market, the Audi S3* receives a comprehensive product upgrade in the spring of 2024. Starting with numerous performance enhancements, a sportier exterior, new materials in the interior, as well as extended standard equipment and digital features, the sporty compact model will delight customers from May 2024.

Drive system

2.0 TFSI with 333 PS

245 kW (333 PS), 420 Nm of torque, 0 to 100 km/h (62 mph) in 4.7 seconds – the Audi S3 (Combined fuel consumption in l/100 km: 8,7-8,1 (27.0-29.0 US mpg); combined CO₂ emissions in g/km: 198-185 (318.7-297.7 g/mi; CO₂ class: A) will be released with these figures in 2024. As part of the product upgrade, the 2.0 TFSI receives an increase in output of 23 PS and 20 Nm more torque. The result is confident pulling power and strong acceleration. Maximum torque is available in a wide rev range between 2,100 and 5,500 rpm. Top speed is limited to 250 km/h (155 mph). As a result, the sporty compact accelerates from 0 to 100 km/h (62 mph) 0.1 seconds faster than before. The top speed remains fixed at 250 km/h (155 mph).

The engine and transmission have also been tuned to be more sporty: For example, the preloaded turbocharger is now kept at a constant rpm when at a steady speed and at low to medium acceleration in the part-load range – depending on the selected Audi drive select mode.

As a result, the engine delivers its power more quickly. The throttle now opening during overrun also improves performance. Depending on the mode, its opening angle and duration vary. The wider and longer the throttle is opened, the faster torque is delivered, which results in improved responsiveness of the engine. This is especially impressive in dynamic mode and when using the profile dynamic plus.

The seven-speed S tronic additionally enables a more spontaneous take off, thanks to higher starting torque. This is achieved by compressing the clutch pack of the respective clutch more strongly. In addition, the shift time for gearshifts under full load has been halved and engine speeds have been increased under partial load when the transmission is set to D. The result of these measures is very good responsiveness.

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The high-performance four-cylinder engine combines state-of-the-art technologies. The injection system, which supplies a pressure of 350 bar, ensures a good fuel mix. It is supported by the Audi valvelift system and the two adjustable camshafts. Thermal management also contributes to the vehicle's high efficiency, with a rotary vane module that precisely controls the flow of coolant through the engine, and an exhaust manifold integrated into the cylinder head. Both features help ensure that the coolant warms up quickly after a cold start, shortening the period of increased friction losses due to cold oil.

The large turbocharger builds up boost pressure to 1.8 bar (relative), while an intercooler significantly reduces the temperature of the compressed air. Because cooler air contains more oxygen, this improves combustion chamber filling.

Audi S3	2.0 TFSI S tronic
Cylinder/Displacement in cm ³	4/1,984
Max. power in kW (PS) at rpm	245 (333) at 5600–6500
Max. torque in Nm at rpm	420 at 2100–5500
Top speed in km/h	250
Acceleration from 0 to 100 km/h (62 mph) in s	4.7 (Sportback) 4.7 (Sedan)
Combined fuel consumption in l/100 km	8.7–8.4 (Sportback) 8.5–8.1 (Sedan)
Combined CO₂ emissions in g/km	198–191 (Sportback) 193–185 (Sedan)
Transmission	Seven-speed S tronic

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Driving dynamics

Torque splitter

Following the RS 3, the torque splitter is now also available in the S3*, increasing both agility and stability. This technology enables fully variable torque distribution between the rear wheels. To do this, the torque splitter uses an electronically controlled multiple disc clutch on each of the two drive shafts to optimally distribute the torque between the rear wheels on the inside and outside of the curve – depending on the driving situation and the selected Audi drive select mode.

During dynamic driving, the torque splitter increases the torque sent to the outer rear wheel under more load. In left-hand curves, it applies the drive torque to the right rear wheel, in right-hand curves to the left rear wheel, and when driving straight ahead, to both wheels. The difference in motive forces means that the Audi S3* turns into curves even better and follows the steering angle more precisely. This results in optimal stability and maximum agility – especially when cornering at high speeds.

In order to maximize its effect, the torque splitter has its own sensor system. Each of the two multiple disc clutches has its own control unit, which use the electronic stabilization control's wheel speed sensors and take driving dynamics such as speed, longitudinal and lateral acceleration, and yaw rate (i.e. rotation around the vertical axis) into account. The accelerator pedal position, selected gear, and steering angle also affect how much torque is applied to the rear wheel on the outside and inside of the curve, i.e. how much the two clutches open or close.

Audi drive select

The Audi drive select dynamic handling system is standard in the S3*. After the model upgrade, there are now six profiles: auto, comfort, efficiency, dynamic, individual, and the new dynamic plus mode. In addition to the torque splitter, the modes also affect engine and transmission settings, the power steering, electronic stability control, exhaust valves, and the optional S sports suspension with adaptive damper control. Different characteristic curves for each of these systems create a broad range of driving experiences – from an emphasis on comfort and optimized power consumption to sporty and highly dynamic. The new dynamic plus mode offers the highest level of driving dynamics.

> **auto: Mode for everyday driving**

In auto mode, the torque splitter ensures that torque distribution is balanced, i.e. the S3* neither understeers nor oversteers. Slightly more torque tends to reach the rear axle than in comfort mode. The damper control and steering are tuned to be neutral.

> **comfort: Mode with an emphasis on comfort**

In comfort mode, steering is somewhat smoother and the damping behavior is softer. In this mode, the torque splitter ensures that the engine power is distributed to all four wheels, with priority given to the front axle. The balanced distribution of drive power to the rear wheels results in neutral cornering and maximum vehicle stability.

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> **efficiency: Mode for optimized fuel consumption**

Both the torque splitter tuning and the damping behavior in efficiency mode are similar to comfort mode. Only the engine and transmission are set up differently: Torque is limited to 80 percent, with 100 percent available upon kickdown. In addition, efficiency mode enables coasting with the engine on.

> **dynamic: Mode for sporty driving**

In Dynamic mode, all of the components are configured for a sporty experience. The driver feels this in a more direct steering response and agile handling for dynamic driving. More drive torque tends to be applied to the rear axle than in auto mode. Stabilizing interventions happen later. Compared to auto mode, the shifting times of the S tronic are shorter and acceleration is even sportier. The adaptive dampers have a firmer tuning than in auto mode.

> **dynamic plus: Mode for highly dynamic driving**

Developed especially for the S3*, dynamic plus mode – as the name suggests - offers particularly high driving dynamics. The torque splitter adds an additional boost of agility compared to dynamic mode. To this end, as much torque as possible reaches the rear axle and the torque splitter mainly sends it to the rear wheel on the outside of the curve, resulting in a tendency to oversteer. The electronic stabilization control is automatically active in sport mode.

The engine and transmission, too, have been tuned specifically for this driving mode. The 2.0 TFSI has an idle speed of 1,300 rpm, 200 rpm higher than in dynamic mode, which improves off-the-line performance. Throttle response is even more direct, with a pronounced load shift. Besides shortening gearshifts, the transmission also contributes to increased dynamics with late upshifting and early downshifting.

> **individual: Setting predefined characteristics individually**

In Individual mode, the driver can set the predefined characteristics of up to five systems individually, from comfortable to sporty. In addition to the torque splitter and the drive system, this includes suspension, steering, and engine sound.

Suspension

The S sports suspension comes standard in the S3 models. It lowers the body by 15 mm compared to the A3. The same is true of the optional S sport suspension with adaptive dampers, which has been specially tuned for the torque splitter and the individual Audi drive select modes. Valves regulate the flow of oil to influence the damping force. The compression and rebound stages for each damper is controlled individually within thousandths of a second – depending on road conditions, driving style, and the Audi drive select setting. The adaptive dampers ensure that the spread between tight handling and a comfortable ride is even wider spread than in the previous model.

The front axle has also been made sportier. The MacPherson strut features a new knuckle, which enables more negative camber. Compared to the predecessor model, camber at the front has

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more than doubled to just under 1.5 degrees. This increased tilt towards the road surface, i.e., the greater angle between the wheel plane and the vertical improves steering response in addition to greater lateral control, i.e., more grip and dynamics when cornering. In conjunction with the stiffer control arms, this makes the S3* even more agile. The rear axle features a four-link design with separate spring/shock absorber arrangement. Its design enables it to handle the vertical and lateral forces separately, ensuring high driving stability and ride comfort at the same time.

The standard progressive steering has also been optimized as part of the model upgrade. It offers the advantage of a steering angle-dependent ratio – the more the driver turns, the more direct the response becomes. For an improved steering feel, the power steering characteristic has been adjusted. The steering is more centered, especially in the middle position, improving precision and feedback and thus benefitting handling. .

Tires

The Audi S3* comes as standard with 18-inch 225/40 tires. Two 19-inch 235/35 tires are available as an option, including performance tires with optimized dry handling and improved braking behavior. Completely new to the range: a sports tire from Falken. It offers remarkably high grip and precise track stability, especially on dry roads. In addition, the Label D tires feature extremely precise handling across the entire speed range.

Brakes

The increased driving dynamics means increased demand on the brakes. For this reason, the model upgrade for the S3* has been equipped with larger ventilated brake discs (perforated as a visual highlight) on the front axle. The 18-inch steel brakes now measure 357 mm in diameter and, at 34 mm, are four mm thicker than before. The two-pistons calipers at the front are new too. They improve braking performance, as do larger pads and the larger friction surface on the disks, which boast a substantially increased thermal capacity and thus resilience. The rotor hat is no longer made from cast iron but instead from aluminum – this partially offsets the weight increase from the larger brake disks. The diameter of the rear brake discs is 310 x 22 mm. Red brake calipers are available as an option.

Electronic stabilization control

In addition to the torque splitter and the optimized front axle kinematics, the Audi S3* also features a new generation of electronic stabilization control (ESC). Wheel-selective torque control – a software function of the ESC that operates on the two wheels on the inside of the curve through slight braking interventions– has also been further developed, as have the traction and deceleration characteristics. Overall, the S3-specific tuning of the suspension control systems results in dynamic turn in and handling behavior. The improved handling goes hand in hand with improved stability at the limit.

The ESC's sport mode, which is automatically active in Audi drive select mode dynamic plus, is designed for maximum dynamics in combination with the engine, transmission, and torque splitter.

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Well-calculated interventions from the ESC system ensure emotional driving enjoyment on surfaces with different friction coefficients.

Wheels

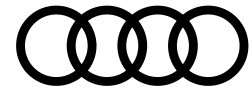
After the model upgrade, the Audi S3* comes standard with graphite gray, diamond-cut 18-inch 5-twin-spoke wheels. These wheels are manufactured using cast-flow forming. This process involves rolling and compressing portions of the cast wheel blank. This not only saves raw materials, but also allows for thinner wheel barrels with extreme stability – a key handling advantage in terms of unsprung mass.

Audi Sport offers three new wheel designs. In response to strong demand for dark rims, the wheel range for the Audi S3* has been thoroughly reworked. 18-inch 5-Y double-spoke wheels are now available in Black Metallic. There are also new 19-inch multi-spoke S-design wheels. The 19-inch wheels are semi-polished: The light areas are diamond-cut aluminum, with anthracite black as the contrasting color. The range is completed by 19-inch 5-arm star design wheels in semi-polished Metallic Black. These wheels are also flow-form cast.

Performance exhaust system

In addition to the standard quad-flow exhaust system, Audi offers an optional performance exhaust system with a titanium silencer for a significantly more voluminous and emotional sound. Both exhaust systems feature an exhaust valve system that operates according to the selected Audi drive select mode. In auto, comfort, and efficiency modes, the valves are always closed for maximum comfort. In dynamic mode, the left and right valves open depending on the load. The same happens in dynamic plus mode, but at lower engine speeds. This allows the driver to experience the sound even earlier. In individual mode, the driver can choose between the sound settings “subtle”, “automatic”, and “present”.

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Exterior and lighting

With the model upgrade, the Audi S3* has an even sportier and tauter appearance. The hexagonal, frameless Singleframe features a new structure that is noticeably lower and wider. L-shaped design elements accentuate the voluminous grid that, along with the large, angular side air intakes, highlights the S3's dynamic character. A striking front spoiler, with two vertical struts inspired by motorsport, connects the two and further lowers the visual appearance of the S3*.

A new bumper also makes the rear look more dynamic than ever. The structure of the Singleframe with its distinctive L-wings is reflected in the glossy black rear apron above the diffuser. It is divided into two sections for an S-specific design that looks particularly sporty when combined with the vertical side reflectors that are a design feature of RS models. The dynamic appearance is rounded out by the four tailpipes, a characteristic S-model feature. The optional performance exhaust system, which delivers a more voluminous sound, features a silencer made of titanium.

Up to four different selectable daytime running light signatures

Although the headlights still feature the wedge-shaped contours, the lighting design has been completely reworked as part of the model upgrade. In keeping with the redesigned Singleframe and bumper, it is significantly thinner, emphasizing the car's width. The 24-pixel elements that make up the digital daytime running lights in the LED and Matrix LED headlights are now arranged in three rows on the upper edge of the housing. For the first time in the A3 model series, it is now possible to select and switch between up to four different digital daytime running light signatures in the MMI. "This gives our customers a higher degree of personalization. They can change the appearance of their model at any time. The signatures interpret self-confidence and agility in different ways," says Cesar Muntada, Head of Design Light Experience of AUDI AG. "This is also true for the coming home home//leaving home scenarios, which were designed individually for each signature." The signatures can also be selected when using the low beams, making them visible both day and night.

The top-of-the-line Matrix LED headlights offer especially high resolution and longer-range high beams. If the camera detects vehicles driving ahead or oncoming, they are selectively masked out while the high beams remain active in all other segments. This reduces glare and improves road illumination for increased safety and comfort. The Matrix LED headlights, which the S3* always uses in combination with the LED rear lights, also feature built-in dynamic turn signals, all-weather lights in the lower module of the headlight housing, and a dynamic coming home/leaving home function. They were reinterpreted for the rear lights, which also feature a new, progressive light design.

New corporate identity and expressive exterior colors

The model upgrade for the Audi S3* also displays the new corporate identity with the two-dimensional design of the four rings. Despite being unchanged in size, they have a more precise look. Thanks to the thinner lines, they also have a more high-quality, modern, and elegant appearance.

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In addition to the new rings, the model and technology identifiers on the vehicle have also been reimagined. In addition to the Audi lettering, the model name is engraved on the B-pillar trim tone-on-tone using a special process. The engraving appears as though behind a pane of glass.

New expressive exterior colors, including the metallic colors District Green, Ascari Blue, and Progressive Red, further emphasize the progressive design. Daytona Gray is also available in a matte finish for the first time. There is also a contrasting roof finish in Brilliant Black for the S3 Sedan*.



Interior

To match the more striking exterior, the interior appears in significantly sharpened form. There are quite a few innovations here – from the shifter design and air vents to the decorative fabric inlays and new interior lighting. All these elements are precise and detailed, emphasizing progressive and technical appearance.

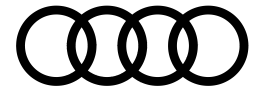
The new blade design, finished in chrome on the outer surface, makes the air vents in the optional climate control package appear flatter, emphasizing the width of the cockpit. The center console has been redesigned and given a new finish. The inside door handles feature a new effect finish as well. In addition to convenient cup holders, the center console also features an integrated armrest. The contrast stitching – identical to that on the instrument panel – is double stitched, emphasizing the sporty look. The compact shifter, which provides convenient access to the base functions of the seven S tronic, has also been redesigned. Thanks to its lower design, it blends seamlessly into the center console.

As standard, the standard ambient light package plus in the S3* adds accents in the storage compartment in front of the gearshift, on the doors, and in the footwells. With the model upgrade, the center console now features contour lighting and the cupholders are illuminated. One eye-catching new design element in the front doors is the fabric panel with five backlit segments. It was laser-cut 300 times. The different sizes of the elements create a dynamic flow of light – which is also visible when locking and unlocking the vehicle. The illuminated fabric panel offers a highly emotional design experience. The entire interior lighting can be customized in 30 colors in the MMI, allowing a high degree of personalization.

The interior of the S3 models features dark colors with a few silver accents. A black roof liner, stainless steel pedals, illuminated door sills with aluminum inserts featuring the S logo, and aluminum-style interior trim emphasize the vehicle's sporty character. Artificial leather armrests and two-zone comfort air conditioning come standard. Flattened at the bottom, the three-spoke sports contour leather steering wheel features multifunction buttons and new chrome-plated steering wheel paddles. Contrasting stitching and an S emblem add accents.

Sports seats with integrated headrests and pronounced side bolsters provide enhanced lateral support. The backrests feature S embossing. The standard upholstery is a combination of artificial leather and the fabric "Puls", which is partly made from recycled polyester. The same goes for the microfiber material Dinamica. It not only covers the seats, but also decorates the door mirrors and instrument panel. Another trim fabric is also used, named "Impressum", which has a particularly sporty look thanks to its technical texture. It is made entirely from recycled polyester. In addition to the Dinamica/artificial leather seat upholstery, full leather seats with diamond stitching are available as an option. The instrument panel has a highly sporty look with its decorative inlays in aluminum and carbon. Other comfort features include a massage function for the front seats and the new climate package plus with seat heating and three-zone comfort air conditioning, which allows separate temperature control for the driver, front passenger, and rear seats.

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Spatial concept and body

The passenger cell of the S3 models is made of hot-formed, high-strength steel. This design makes it a strong structure. The components account for around 30 percent of the body's weight. The hood is made of aluminum. The body is extremely crash-resistant, stiff, and acoustically comfortable.

For an aerodynamic advantage, the models feature the cd-neutral brake cooling solution, which directs air from the engine compartment through the inner wheel arches to the brakes. This ensures more streamlined aerodynamics than the conventional air ducts from the underbody. On the S3 models, the air duct is almost completely covered to reduce drag. A rear diffuser reduces lift on the rear axle. On the S3 Sedan*, it works with the rear spoiler to ensure that the airflow is interrupted in a targeted way without creating unwanted turbulence.

The luggage compartment in the Sportback and Sedan has a capacity of 325 liters - up to 1,145 liters in the five-door model if the rear seats are folded up or down. The loading floor in the S3 Sportback* also adjusts to different heights. What's more, Audi offers an optional power tailgate, which can be opened and closed with the touch of a foot.

Infotainment

The S3* is digital and connected – thanks to numerous connect services, an app store, and functions on demand. In addition to DAB+ digital radio and a 10.1-inch touch display with integrated handwriting recognition, the Audi virtual cockpit and inductive smartphone charging now also come as standard features. The driver can also control the infotainment and vehicle functions using a speech dialog system that understands freely worded commands. The optional Audi phone box offers the best possible voice quality for hands-free calls thanks to an external antenna and LTE support. In addition to the two USB-C charging ports in the center console in the front, there are two additional ports in the rear as standard.

MMI navigation plus with connect portfolio and the store for apps

MMI navigation plus, along with the complete connect portfolio and access to the store for apps, is available as an option. The online connectivity unit (OCU) handles all connectivity tasks, including fast data transfer, and features an integrated eSIM and WLAN module for passengers' mobile devices. This package allows all information to be displayed in the enlarged Audi virtual cockpit plus: It boasts on a 12.3-inch screen with three different views, including one with particularly sporty graphics. As an added feature, there is also a head-up display: It projects important information onto the windshield in the driver's direct field of view. The image appears to float at about a distance of 2.2 meters (7 ft) from the driver.

> **Navigation**

The navigation system uses high-resolution satellite images from Google Earth and detailed 3D models of many major European cities. Real-time traffic data from HERE, the map and navigation service provider, is used to calculate routes. The navigation system forecasts traffic developments and lane-by-lane traffic flow data, for example by informing the driver of lane closures. The system also alerts the driver via the Audi virtual cockpit when they should take their foot off the gas for reasons of efficiency, for example, when approaching a corner or a town. Points of interest are enhanced with photos, opening times, and user ratings. In addition, mass location data helps to find parking spaces at the side of the road or provide information about hazards along the route.

> **Store for apps**

A native store for apps is also integrated into the S3's infotainment system, which allows the use of many applications right on the vehicle display. Thanks to the embedded store, which was jointly developed with CARIAD and their partner Harman Ignite, customers can directly and intuitively access popular third-party apps through the MMI touch display by means of a data link in the vehicle. The selected apps are installed directly in the Audi's infotainment system – without taking a detour via the user's smartphone. Users can also interact with their apps via voice command. In addition to music streaming, Amazon Alexa can also be used to operate smart home devices.

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> **Connect features**

The connect portfolio also includes online and hybrid radio. The former provides access to online stations available worldwide, while the latter automatically switches between FM, DAB, and online streaming to always ensure the best possible reception. The latest news can be displayed and even read aloud right in the MMI. Free speech-to-text for SMS and emails is another feature. Saving individual AC, seat, or media settings in up to six user profiles is another feature.

The myAudi app can be used to link up the S3* and the driver's smartphone, e.g. to seamlessly transfer navigation routes between the vehicle and the mobile device. The app can also be used to remotely lock and unlock the S3*, find its parked position, guide the driver to the car, and operate the optional auxiliary heating.

Music to your ears: Sonos sound system with 3D sound

The optional Sonos premium sound system provides a fascinating surround sound experience. With a total output of 680 watts, the system has a total of 15 speakers. The virtual 3D sound effect creates an immersive sound experience. Four speakers on the instrument panel and two in the C-pillar use Fraunhofer Symphoria technology to generate the experience. Compared to conventional stereo playback, this concept uses reflections from the windshield to create surround sound that gives a greater sense of spaciousness. Thanks to intelligent signal processing, every passenger enjoys a sound experience that is tailored to their individual seat. Symphoria adds dimensions that are essential for a natural sound pattern and balanced surround sound. The width, depth, and height create an unprecedented sense of spaciousness in the vehicle. This lends the interior of the vehicle a larger acoustic appearance so the music can unfold in its most original form. At the same time, playback is always authentic and the effect level always precisely adapted to the audio. The sound constantly adjusts to the driving and background noise detected by the microphone.

Functions on demand: The right functions at the right time

Functions on demand ensure a high degree of flexibility. Customers can even add additional features after purchasing their S3*, online and right in the myAudi app – at any time. This lets them test a function first before deciding to buy it permanently. The range of available functions extends to infotainment and driver assistance systems. In addition to MMI navigation plus including connect services the S3* can be upgraded with the smartphone interface, which integrates iOS and Android smartphones into the MMI system via Apple CarPlay or Android Auto. Other functions include adaptive cruise control and high-beam assist.

Adding functions on demand

If a customer decides to add a function via the myAudi app, the vehicle must first be registered in the myAudi portal with the corresponding identification number. The app then shows the available functions. Customers can choose the activation period according to their individual needs: one month, six months, one year, three years, or permanently. If, for example, a long vacation is

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planned with the S3*, the navigation and adaptive cruise control are useful additions – for relaxed travel on long stretches of highway and targeted guidance in unfamiliar areas.

The app on the smartphone contacts Audi's back-end server via a control unit in the vehicle, the online connectivity unit (OCU). The connection is made using the mobile data from the OCU's integrated SIM card. Audi's back-end then activates the added feature in the vehicle "over the air" using a code. Within minutes, the new function is then visible under "Purchases" in the MMI as well as under "Orders" in the myAudi app. Requirement: The vehicle has to have cellular reception and must be restarted.

The functions at a glance

- > **MMI Navigation plus incl. connect services** offers a comprehensive infotainment program. The navigation system makes intelligent route suggestions based on driving history. In doing so, it uses a statistical model based on the time of day and expected congestion as well as real-time traffic data. If the signal is lost, e.g. in a tunnel, the parallel on-board destination guidance system steps in.
- > The **smartphone interface** links up the driver's smartphone with the S3* to bring mobile device content directly to the MMI display. Users can conveniently control navigation, calls, music, and selected third-party apps via Apple CarPlay or Android Auto using the MMI touch display as well as their smartphone's voice control function.
- > The **adaptive cruise control** uses a radar sensor to detect vehicles on the road ahead within the system limits and keeps the speed or distance as constant as possible within the control range. The system works between 0 and 210 km/h.
- > High-beam assist automatically detects, within the system limits, the headlights of oncoming traffic and the taillights of other road users as well as light sources in towns. The system then automatically switches the high beams on or off, depending on the traffic situation. In this way, the system improves visibility and increases the driver's comfort level.

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Driver assistance systems

The Audi S3* is chock full of technological know-how. This is particularly evident in the extensive range of driver assistance systems. When fully equipped, the sporty compact model features a front radar with a range of up to 160 meters (175 yd), two rear radar sensors with a range of 70 meters (75 yd) each, a front camera, and twelve ultrasonic sensors.

Many assistance systems already come standard, including **Audi pre sense front**, collision **avoidance and turn assist**, and **lane departure warning**. They help to prevent accidents with other road users. In an emergency, Audi pre sense front intervenes with emergency braking, collision avoidance assist helps steer around obstacles, and the lane departure warning system makes steering corrections to help keep the vehicle in its lane. In addition, the standard speed limiter helps the driver stay within the speed limit and rear park assist gives audible warnings that vary depending on the distance to an obstacle when backing into a parking space and maneuvering.

Distance handling: Keeping a safe distance

Other assistance systems, which are available as an option and come bundled in different packages, provide additional driving comfort. **Adaptive cruise control** regulates the distance to the vehicle in front by accelerating and braking. This is particularly helpful on long drives and in dense city traffic.

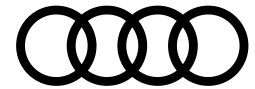
The S3* also features lateral control with **adaptive cruise assist**, which has recently been expanded to include **assisted lane changes**. In addition to accelerating and braking, the system also takes over steering at speeds of up to 210 km/h (130 mph), helping to keep the car in its own lane. Assisted lane changes are also possible at speeds above 90 km/h (56 mph) on highways. Activated via the MMI, the system uses data from the rear radar to display white arrows in the instrument panel and optional head-up display to indicate whether and in which direction it is possible to change lanes. If the driver initiates the lane change by tapping the turn signal, the system actively assists the driver in steering. Once the vehicle is in the new lane, it switches the turn signal off. During lane changes, the person behind the wheel always retains full responsibility. But maintaining lateral control does not require any steering inputs. Thanks to the capacitive steering wheel, a light touch is all it takes.

Hold assist is also available as an option. It holds the S3* in position after stopping on uphill and downhill slopes to prevent it from rolling.

Making use of space: Systems for urban environments

Park assist with park assist plus helps in city traffic: Once the ultrasonic sensors identify an appropriate perpendicular or parallel parking space, the system help steer the vehicle in through targeted steering maneuvers. All the driver has to do is follow the instructions on the display to push the gas pedal, brake, and shift gears. Park assist also helps when pulling out of a parking space. It can even be activated when the driver has already began manually parking – for example, if the driver notices that the vehicle is approaching the space at a difficult angle.

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Activating the system is as easy as pressing the park assist button on the center console. Lane change warning, exit warning, and rear cross-traffic assist further increase safety and comfort. The systems use the rear radars to monitor traffic behind and alongside the car and use optical, haptic, and acoustic warnings to alert the driver in critical situations.



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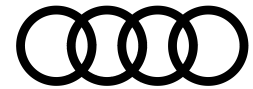
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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury **segment**. **The brands Audi, Bentley, Lamborghini, and Ducati produce at 21 locations in 12 countries. Audi and its partners are present in more than 100 markets worldwide.**

In 2023, the Audi Group delivered 1.9 million Audi vehicles, 13,560 Bentley vehicles, 10,112 Lamborghini vehicles, and 58,224 Ducati motorcycles to customers. In the 2023 fiscal year, Audi Group achieved a total revenue of €69.9 billion and an operating profit of €6.3 billion. Worldwide, an annual average of more than 87,000 people worked for the Audi Group in 2023, more than 53,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.



Fuel consumption and emissions values of the models named above:

Audi S3 Sportback

Combined fuel consumption in l/100 km: 8.7–8.4 (27.0–28.0 US mpg);
combined CO₂ emissions in g/km: 198–191 (318.7–307.4 g/mi) CO₂-Class: G

Audi S3 Sedan

Combined fuel consumption in l/100 km: 8.5–8.1 (27.7–29.0 US mpg);
combined CO₂ emissions in g/km: 193–185 (310.6–297.7 g/mi) CO₂-Class: G

Audi RS 3

Combined fuel consumption in l/100 km: 9.5–8.9 (24.8–26.4 US mpg);
combined CO₂ emissions in g/km: 216–201 (347.6–323.5 g/mi) CO₂-Class: G