



**Communications Model Lines, Innovation and Technology**

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## **Compact power packs: Audi RS Q3 and Audi RS Q3 Sportback**

- **Outstanding performance: SUV and SUV coupe from Audi Sport**
- **Coupe-like silhouette: Audi RS Q3 for the first time also as Sportback**
- **Award-winning five-cylinder unit: the 2.5 TFSI with more power**

Ingolstadt, September 26, 2019 – Audi Sport presents the new edition of the RS Q3 (combined fuel consumption in l/100 km\*: 8.9 - 8.8 (26.4 - 26.7 US mpg); combined CO<sub>2</sub> emissions in g/km\*: 203 - 202 (326.7 - 325.1 g/mi)) and with the RS Q3 Sportback (combined fuel consumption in l/100 km\*: 8.9 - 8.8 (26.4 - 26.7 US mpg); combined CO<sub>2</sub> emissions in g/km\*: 204 - 202 (328.3 - 325.1 g/mi)) extends the product range to include an all-new model. The two sport compacts offer outstanding performance, athletic design and maximum everyday usability. They will be available in dealers in Germany and other European countries by the end of 2019. Prices for the high-performance SUV start at 63,500 euros. The SUV coupe starts at 65,000 euros.

“The first Audi RS Q3\*\* established its own segment. We aim to continue this success story with the new generation of the compact high-performance SUV,” says Oliver Hoffmann, Managing Director of Audi Sport GmbH. “With the offering of the all-new Audi RS Q3 Sportback\*\*, a progressive SUV coupe crossover, we are the trendsetter and are leveraging to the full the phenomenal growth potential for Audi Sport.”

### **Athletic: the exterior**

The Audi RS Q3\*\* and the Audi RS Q3 Sportback\*\* are synonymous with strength and outstanding performance. Virtues that are also reflected in the design. The Singleframe with no color-contrasting surround in the compact SUV creates an even sharper impression. The gloss black grill with three-dimensional honeycomb structure is inset deeper and directly into the RS bumper with its large side air inlets. The striking boomerang-shaped blades in the bumper are designed exclusively for the RS Q3\*\*. The RS genes are also apparent in the flat slits above the Singleframe radiator grille.

With its downward sloping coupe-like roof line, the RS Q3 Sportback\*\* is with a height of 1,557

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



millimeters (*5.1 ft*) 45 millimeters (*1.8 in*) lower than the RS Q3\*\*. The rising shoulder line on the Sportback is set farther down than on the sister model, lowering the body's optical center of gravity. As such, the body appears even more muscular and the wheels larger. Both Audi Sport high-performance sports cars underscore their performance aspiration with pronounced muscles over the wheel arches, which have been flared by 10 millimeters (*0.4 in*).

The rear design also appears very powerful. With the low rear window and the roof edge spoiler with RS-specific spoiler lip in gloss black, the RS Q3 Sportback\*\* appears even wider than its sister model. The low-slung roof line culminates in strong, flat sloping D-pillars. The RS-specific long roof edge spoiler in the RS Q3\*\* emphasizes the pronounced forward thrust of the high-performance SUV and ensures improved downforce. The new generation of the RS Q3\*\* comes for the first time with a dual-branch RS exhaust system with large oval tailpipes on both sides and chrome-colored trims. This exhaust system sits in an RS-specific bumper with rear diffuser and horizontal blades in gloss black. The blades are available in matt aluminum as an option.

The high-performance SUVs come standard with LED headlights. [Matrix LED headlights](#) with dynamic indicators and RS-specific darkened trims are available as an option. The rear lights also feature LED technology.

### **Outstanding: the drive**

Within the Audi Q3 family, the RS Q3 (combined fuel consumption in l/100 km\*: 8.9 - 8.8 (*26.4 - 26.7 US mpg*); combined CO<sub>2</sub> emissions in g/km\*: 203 - 202 (*326.7 - 325.1 g/mi*) and RS Q3 Sportback (combined fuel consumption in l/100 km\*: 8.9 - 8.8 (*26.4 - 26.7 US mpg*); combined CO<sub>2</sub> emissions in g/km\*: 204 - 202 (*328.3 - 325.1 g/mi*)) are the sporty flagships. The performance figures for the compact engines are compelling: five-cylinder, 294 kW (400 hp) power output, 480 Nm (*354.0 lb-ft*) of torque, [quattro all-wheel drive](#). The five-cylinder engine is a modern classic. Last year, Audi Sport received the sought-after "International Engine of the Year Award" for the 2.5 TFSI engine for the ninth consecutive time.

The multi-award-winning five-cylinder engine gains a good 17 percent increase in power at an unchanged displacement of 2,480 cc. The engine's maximum torque is available over the very broad rev range between 1,950 and 5,850 rpm. The RS Q3\*\* and RS Q3 Sportback\*\* sprint from zero to 100 km/h (*62.1 mph*) in just 4.5 seconds. The top speed is regulated at 250 km/h (*155.3 mph*) or an optional 280 km/h (*174.0 mph*).

At less than 50 centimeters (*19.7 in*) in length, the 2.5 TFSI engine is extremely compact and is 26 kg (*57.3 lb*) lighter than the previous model. Its crankcase is made of aluminum, which alone saves 18 kg (*39.7 lb*). Elaborate measures reduce internal friction while at the same time increasing power output. The cylinder liners are plasma-coated; the crankshaft main bearings are six millimeters (*0.2 in*) smaller in diameter. The crankshaft is hollow bored and is therefore 1 kg (*2.2 lb*) lighter, while the aluminum pistons have integrated channels for oil cooling. In the

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short warm-up phase after a cold start, the switchable water pump does not circulate the coolant in the cylinder head – the 2.5 TFSI engine thus reaches its operating temperature more quickly. This lowers the coefficient of friction and reduces fuel consumption.

1-2-4-5-3 – firing alternates between adjacent cylinders and those far apart from one another. The particular firing sequence and the odd number of cylinders make for a very special rhythm and unique engine sound. The dual-branch RS exhaust system underscores the characteristic sound of the five-cylinder firing sequence. The optionally available RS sport exhaust system with black tailpipe trims accentuates the unmistakable sound even more.

The power from the five-cylinder engine flows via a [seven-speed S tronic](#) to the quattro permanent all-wheel drive that distributes the power as needed between the axles via a multi-plate clutch. The [wheel-selective torque control](#) perfects the safe and agile handling.

The [Audi drive select](#) dynamic handling system influences the quattro drive and other components such as steering, suspension, S tronic, engine characteristic and sound. Depending on the selected equipment variant, there is a choice of five or six modes: comfort, auto, dynamic, efficiency and individual or, as an alternative to the individual mode, the two new RS modes RS1 and RS2. Via the MMI the driver can adjust and save the two RS modes individually. Simply pressing the new “RS MODE” steering wheel button provides rapid access to the two new modes and allows the driver to switch between modes.

### **Consistently sporty: the suspension**

The standard RS sport suspension lowers the body by 10 millimeters (*0.4 in*) compared with the Audi Q3 and Q3 Sportback. Its consistently sporty tuning satisfies the basic requirements for the outstanding handling of the two sport compacts. The RS-tuned [progressive steering](#) also conveys close contact with the road even on fast bends.

At the front axle with its MacPherson design featuring lower wishbones, the track width is 1,590 millimeters (*5.22 ft*). In the rear, the four-link design provides a track width of 1,583 millimeters (*5.19 ft*). For the first time on a compact high-performance SUV, Audi Sport offers 21-inch wheels in various rim designs. Behind the standard 20-inch or optional 21-inch wheels, the all-new six-piston RS steel brake system works with ventilated and perforated disks measuring 375 millimeters (*14.8 in*) (front) and 310 millimeters (*12.2 in*) (rear, not perforated). Their brake calipers are painted black as standard and are available in red as an option. The brake calipers of the optional, all-new RS ceramic brakes are available optionally in gray, red or blue. In front, the braking power is generated by newly developed monoblock aluminum calipers and ceramic brake disks that are 380 millimeters (*15.0 in*) in diameter. At the rear, floating calipers and steel disks measuring 310 mm (*12.2 in*) in diameter ensure the necessary deceleration.

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As an option the new RS Q3\*\* and RS Q3 Sportback\*\* are available with the RS sport suspension plus with [Dynamic Chassis Control \(DCC\)](#). Here an electrically actuated proportional valve regulates the flow of oil into the damper pistons. The Audi drive select dynamic handling system also influences the optional RS sport suspension plus with damper control, in which sensors measure movements of the vehicle body. The RS-tuned dampers are then adjusted accordingly to the road surface conditions and driving situation. The suspension provides the optimum damping force for each damper within milliseconds – low for hard bumps; high to brace the body during fast cornering or when braking. The upshot is enhanced driving dynamics, precise stability and agile handling coupled with even greater comfort.

### **Driver-oriented: the interior**

The athletic design of the exterior is echoed in the car's interior. The emphasis on the horizontal lines conveys a generous sense of space. The air-conditioning control unit, the center console and the [MMI touch](#) display are tilted toward the driver by ten degrees – the entire cockpit is very much designed with the driver in mind. The engine can be started using the optional start-stop button with its red ring.

The architecture of the instrument panel with the [Audi virtual cockpit](#) in the RS design harmonizes perfectly with the operating concept. The MMI touch display with its high-gloss black glass-look surround slots in seamlessly as another central element. As an option, the driver can choose the larger Audi virtual cockpit plus with shift light display that prompts the driver to upshift when the maximum engine speed is reached. Special RS displays in the Audi virtual cockpit plus also provide information on tire pressure, torque, power output, lap times, g-forces and acceleration measurements.

Sport seats in black leather/Alcantara with RS embossing express the athletic character of the RS Q3\*\* and RS Q3 Sportback\*\*. The RS sport seats in fine Nappa leather with RS-specific honeycomb pattern and integrated head restraints are available for the first time in the Q3 family. Their contrasting stitching comes standard in gloss black, and optionally in red or blue. When selecting one of the two RS design packages in red or blue, highlights on the steering wheel rim, belt straps, floor mats and gear lever are colored while the steering wheel and selector lever come in Alcantara. With the extended RS design packages, the panels and door armrests are trimmed in red or blue Alcantara. Inlays in Aluminum Race, anthracite, optionally in piano finish, black, or carbon, round out the sporty interior. For the first time, the interior can also be finished entirely in black.

Entry lighting with Audi Sport projection in the doors welcomes the driver and front passenger. RS logos adorn the interior on the steering wheel and the illuminated front door sill trims. The RS sport leather steering wheel, flattened at the bottom, including newly designed shift paddles comes with multifunction buttons that allow the driver to control the two optional RS modes in the Audi drive select dynamic handling system. The RS-specific displays open automatically in

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the Audi virtual cockpit plus.

### **Generous: space concept and equipment**

The new RS Q3\*\* and RS Q3 Sportback\*\* are designed as fully fledged five-seater models and also offer maximum everyday usability for all their sportiness. The rear seats can be moved fore-aft as standard by 150 millimeters (5.9 in) in the RS Q3\*\* or 130 millimeters (5.1 in) in the RS Q3 Sportback\*\*; their three-way split backrests can be tilted in seven stages. The luggage compartment holds 530 liters (18.7 cu ft), with the backrests folded down the figure rises to 1,525 liters (53.9 cu ft) (Sportback: 1,400 liters (49.4 cu ft)).

Eight paint colors are available for the new RS Q3\*\* and RS Q3 Sportback\*\*, including the RS-specific colors Kyalami green and Nardo gray. Customized paint finishes are available from Audi exclusive. The standard gloss black styling package adds highlights to blades in front- and rear bumper, window slot trims, roof rails (RS Q3\*\* only) and on the insert in the side sills. The customer can also order these items in aluminum look as an option. In combination with the gloss black styling package, the Audi rings and the RS logos come in black on the front and rear.

The RS Q3\*\* and RS Q3 Sportback\*\* can be ordered starting in October 2019 and will go on sale at dealerships in Germany and other European countries by the end of 2019. Prices for the high-performance SUV start at 63,500 euros. The SUV coupe starts at 65,000 euros.

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### **Fuel consumption of the models listed**

*(Information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used)*

#### **Audi RS Q3**

Combined fuel consumption in l/100 km: 8.9 - 8.8 (26.4 - 26.7 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 203 - 202 (326.7 - 325.1 g/mi)

#### **Audi RS Q3 Sportback**

Combined fuel consumption in l/100 km: 8.9 - 8.8 (26.4 - 26.7 US mpg);  
combined CO<sub>2</sub> emissions in g/km: 204 - 202 (328.3 - 325.1 g/mi)

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO<sub>2</sub> emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the

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WLTP and NEDC, please visit [www.audi.de/wltp](http://www.audi.de/wltp).

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the 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.

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 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, D-73760 Ostfildern, Germany and at [www.dat.de](http://www.dat.de).

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The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.

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