

Corporate Communications Department
Audi Australia Pty Ltd
895 South Dowling St
Zetland NSW 2017

Anna Burgdorf
Tel: 02 9695 6250 / 0401 990 230
Email: anna.burgdorf@audi.com.au

Shaun Cleary
Tel: 02 9695 6252 / 0478 493 389
Email: shaun.cleary@audi.com.au

June 2015

The new Audi Q3

Summary	2
At a glance	4
Full version – Engines	5
Drivetrain	7
Chassis	8
Exterior design	10
Body	12
Interior	13
Infotainment	15
Driver assistance systems	16

Summary

A successful car is now even better – the new Audi Q3

Since its Australian launch in March 2012, the Q3 model series has been a successful model for the Audi brand. But Audi is also constantly improving good and successful models. The new Audi Q3 and RS Q3 models not only feature a refreshed design, they also boast a number of technical innovations.

Engine

The two TFSI and two TDI clean diesel four-cylinder engines boast higher output combined with reduced fuel consumption. CO₂ emissions have been reduced by as much as 17 percent. They displace 1.4 or 2.0 litres and produce between 110 kW and 135 kW. All are turbocharged, direct-injection units and comply with the limits of the Euro 6 emission standard. These consumption and CO₂ reductions are made possible in part by the Audi cylinder on demand technology.

Chassis

The chassis of the redesigned Audi Q3 combines agile handling with supreme safety, and comprehensive fine-tuning has enhanced comfort even further. Audi drive select enables the driver to adjust key technology modules, , to suit his or her personal preferences. Wheels range in size from 17 to 20 inches in diameter, and the suspension has been tuned for high rolling comfort. Hill-descent assist is available as an option.

Design

The premium character of the redesigned Audi Q3 is apparent at first glance. The Audi designers have honed the details of the coupe-like lines with the characteristic wrap-around tailgate. Dominating horizontal lines up front and in the rear underscore the width and give the Q3 an expressive design.

The sculpted Singleframe grille is the defining element at the front of the car. At the top of the new Q3 trim line sport is the S line sport package and the S line exterior package.

The redesigned headlights come standard with xenon plus technology and LED daytime running lights. The optional LED headlights are particularly bright and energy-efficient. Audi offers them in combination with the

dynamic turn signals integrated into the likewise redesigned LED taillights. These intuitive turn signals illuminate sequentially within two-tenths of a second from the inside out in the direction the driver intends to turn.

The base model of the new Audi Q3 has a kerb weight (without driver) of 1,405 kilograms. The dimensions of the compact SUV are virtually unchanged. It measures 4.39 metres long, 1.83 metres wide and 1.59 metres high. The wheelbase is unchanged at 2.60 metres.

Versatile

The Audi Q3 offers plenty of space at all five seating positions. Its clear ergonomics and the superior workmanship underscore the premium claim. In its base configuration, the cargo compartment of the Audi Q3 has a capacity of 460 litres; by folding down the split rear seatbacks, this can be increased to 1,365 litres. Many clever options make the SUV even more versatile and easier to use. These include the luggage compartment package, a pass-through and the power tailgate. Roof rails and a new, extensible luggage compartment cover are standard.

At a glance

The Audi Q3

Concept, design and body

- Compact, premium SUV 4.39 metres in length, sporty lines
- New paint colours and new choices with respect to bolt-on parts
- High-strength steels in the occupant cell, aluminium covers
- Xenon plus headlights standard; LED headlights and dynamic turn signals in the LED taillights available as options

Engine and drivetrain

- Two TFSI and two TDI units with outputs from 110 kW to 135 kW; up to seven percent more power and up to 17 percent lower consumption
- 1.4 TFSI with COD technology and 136 g CO₂ per km
- S tronic with freewheel function (with Audi drive select) available for all engine variants
- quattro permanent all-wheel drive with hydraulic multi-plate clutch

Chassis

- Electromechanical power steering, four-link rear suspension, wheels up to 20 inches

- Chassis tuned for comfort
 - Audi drive select (standard with sport line)
- Updated electronic stabilisation control (ESC)

Interior and controls

- Clear ergonomics, outstanding workmanship, many attractive options
- Exhaustive fine-tuning, new colours, materials, trim lines and packages
- Spacious rear seat; variable luggage compartment from 460 to 1,365 litres of capacity
- New luggage compartment cover, optional power tailgate

Infotainment and driver assistance systems

- MMI navigation plus available as an option
- Bose Surround Sound system with LED lighting for front doors
- High-performance assistance systems such as Audi side assist, Audi active lane assist and park assist

Full version

The Audi Q3 – a winner with many new strengths

The new Audi Q3 is more powerful, more efficient, more comfortable and more versatile. The compact premium SUV features Audi know-how in all fields of technology.

Engines

The engine lineup for the Audi Q3 comprises two TFSI units and two TDI clean diesel four-cylinder units. Displacement ranges from 1.4 to 2.0 litres and output from 110 kW to 135 kW. All are turbocharged, direct-injection units and comply with the limits of the Euro 6 emission standard. With the help of sophisticated thermal management, they quickly come up to operating temperature following a cold start.

Compared with the previous model, performance is even better and CO₂ emissions have been reduced by up to 17 percent. The start-stop system is standard with all variants. When braking, it deactivates the engine shortly before the car comes to a stop.

The 1.4 TFSI COD

The 1.4 TFSI COD is an example of Audi's rightsizing strategy. Displacing just 1,395 cc (bore x stroke 74.5 x 80.0 millimetres), it produces a powerful 110 kW and 250 Nm of torque, which is available between 1,500 and 3,500 rpm. Equipped with the standard six-speed S tronic transmission, the Audi Q3 1.4 TFSI accelerates in 8.9 seconds from 0 to 100 km/h and reaches a top speed of 204 km/h.

With 17-inch tyres optimised for fuel consumption, its ADR/82 fuel consumption is just 5.8 litres per 100 kilometres, corresponding to 134 grams CO₂ per kilometre

The 1.4 TFSI COD, which with its aluminium crankcase weighs barely more than 110 kilograms, features the highly innovative cylinder on demand (COD) system, which when driven moderately reduces fuel consumption by up to 20 percent. At low to moderate load and engine speed, it deactivates cylinders two and three by closing the valves and shutting off fuel injection. The engine runs as a two-cylinder engine until the driver presses down harder on the gas pedal. The operating points in the active cylinders are

displaced toward higher loads, increasing efficiency. The extremely well-balanced engine remains very smooth.

Sporty: the 2.0 TFSI

The 2.0 TFSI boasts numerous engineering features, documenting Audi's high-end competence. These include the additional indirect injection supplementing the direct injection of the FSI, the Audi valvelift system to adjust the valve stroke on the exhaust side and particularly effective thermal management, which uses a rotary valve module and an exhaust manifold integrated into the cylinder head. Displacement is 1,984 cc (bore x stroke 82.5 x 92.8 millimetres).

With 132 kW and 320 Nm, the latter between 1,400 and 3,900 rpm, the two-litre is a sporty engine. In combination with quattro and the seven-speed S tronic transmission, it accelerates the Audi Q3 in 7.6 seconds from a standstill to 100km/h. Top speed is 217 km/h. The 2.0 TFSI consumes on average just 6.7 litres of fuel per 100 kilometres with 155 grams CO₂ per kilometre.

Highly efficient: the 2.0 TDI

The diesel engines are two versions of the 2.0 TDI clean diesel, which Audi offers with various outputs. It displaces 1,968 cc (bore x stroke 81.0 x 95.5 millimetres and features minimal internal friction. Among the technologies used are two balance shafts in the crankcase, a thermal management system with separate coolant pumps for the cylinder block and head, a common rail injection system with a max. pressure of 2,000 bar and a turbocharger with adjustable vanes. The cylinder head features a rotated valve star. As a result, the intake and exhaust valves appear to be arranged one behind the other when viewed from the induction pipe connection. Each camshaft thus actuates one intake and one exhaust valve per cylinder.

The 2.0 TDI clean diesel shares two other solutions with the 1.4 TFSI – the separate valve drive module and the intercooler integrated into the intake manifold. A complex emission control system enables compliance with the Euro 6 standard. Nitrogen oxides are reduced in the particulate filter, to which the required SCR coating has been applied (SCR = selective catalytic reduction).

The 1.4 TFSI is joined by a particularly efficient variant of the 2.0 TDI engine. The 2.0 TDI clean diesel with 110 kW and 340 Nm (between 1,750 and

2,800 rpm) is available with quattro all-wheel drive and the seven-speed S tronic. It accelerates to 100 km/h from rest in 9.3 seconds, reaches a top speed of 204 km/h and offers outstanding fuel efficiency of 5.2 litres per 100 kilometres. This equates to 137 grams CO₂ per kilometre.

The most powerful TDI in the Audi Q3 produces 135 kW. Its torque plateau of 380 Nm extends from 1,800 to 3,250 rpm. Here, too, Audi offers quattro all-wheel drive and seven-speed S tronic. The figures: 0 to 100 km/h in 7.9 seconds; top speed 219 km/h; ADR/82 fuel consumption 5.4 litres per 100 kilometres; CO₂ emissions 141 grams per kilometre.

Drivetrain

The new Audi Q3 is available with two different versions of the S tronic dual-clutch transmission: with either six or seven speeds. Their lower gears are sportily short, whereas the highest gear is tall to reduce engine speed and fuel consumption..

Lightning-fast: the S tronic

The S tronic comprises two transmission sections configured similarly to a manual transmission. The two multi-plate clutches are arranged radially, one above the other. The large, outer K1 clutch transfers the engine's power via a solid shaft to the gear wheels for gears one, three and five (in the case of the seven-speed S tronic, to gear seven as well). A hollow shaft rotates around the solid shaft. It is connected to the second, smaller K2 clutch, which controls the gear wheels for the gears two, four and six, as well as reverse gear.

While driving, only one transmission section is coupled to the engine at any given time, but both are continually active. For example, when the driver accelerates in third gear, the fourth gear is already engaged in the second transmission section. The shifting process takes place by switching clutches; this happens in just a few hundredths of a second with no detectable interruption of propulsive power. Gear changes are so fast and smooth as to be barely noticeable.

Audi Q3 drivers can operate the compact dual-clutch transmission themselves using the selector lever or the standard shift paddles on the steering wheel. Automatic operation offers a choice between the modes S and D. If the Audi drive select dynamic handling system (standard with the sport line) is set to efficiency mode, the S tronic switches into freewheeling mode when coasting and allows the engine to idle in order to save fuel.

Traction: quattro permanent all-wheel drive

quattro permanent all-wheel drive makes the compact premium SUV even sportier, safer and more stable. The heart of this system is the new fifth-generation, hydraulically-actuated, electronically-controlled multi-plate clutch that debuted in the S1. To achieve a more balanced axle load distribution, the clutch is located on the end of the prop shaft, in front of the rear axle differential.

During normal driving, most of the engine's power is sent to the front wheels. If traction decreases there, the multi-plate clutch can transfer torque steplessly to the rear axle in just a few milliseconds by forcing the packages of plates together via controlled action. A pressure reservoir helps the electric pump to develop the oil pressure.

Chassis

The chassis of the redesigned Audi Q3 combines agile handling with supreme safety, and comprehensive fine-tuning has enhanced comfort even further. The McPherson front suspension has 1,571 millimetre track. The lower wishbones and the subframe are made of forged and cast aluminium, respectively – a solution that greatly benefits the weight distribution between the front and rear axles. This is approximately 58:42; the exact ratio depends on the engine and drivetrain.

Straight tracking: the electromechanical steering

The rack-and-pinion power steering uses a highly efficient electric motor that continuously reduces boost as speed increases. The steering also works in conjunction with the optional Audi active lane assist and park assist.

The four-link rear suspension has a track of 1,575mm, and just like the front suspension includes a stabiliser bar. The trailing links absorb propulsive and braking forces. Their bearings are relatively large in the interest of rolling comfort. On the other hand, the three transverse links of each wheel are rigidly joined to the steel subframe; they are responsible for absorbing lateral forces. All links are made of high-strength steels; the wheel carriers are aluminium.

With its high ground clearance, the Audi Q3 also remains composed when driven off-road.

Personalised: Audi drive select

The Audi drive select dynamic handling system (standard with the sport line) allows the driver to switch between the modes comfort, auto, dynamic and efficiency at the push of a button. The system accesses the accelerator, power steering and S tronic transmission.

Up to 20 inches in diameter: the wheels

The lineup for the Audi Q3 comprises 15 models of wheels, including seven new ones. For most engine variants, size 7 J x 17 wheels with 235/55 tyres are standard. The top models use the sizes 7 J x 18 and 235/50 tyres. The S line sport package includes additional wheels measuring 18 inches in diameter.

19 and 20-inch wheels are optionally available. All tires feature low rolling resistance, and a tire pressure indicator is standard.

The brake system brings the compact premium SUV reliably to a stop. All engine variants feature vented front discs measuring 312 millimetres in diameter. The developers increased the size of the solid discs on the rear axle of the new Audi Q3 from 282 to 300 millimetres. The electromechanical parking brake is integrated into the rear brake system. The latest evolution of the ESC electronic stabilisation control is even more sensitive and versatile.

Handling: torque vectoring

The Audi Q3 marks the first time that the standard electronic stabilisation control (ESC) can be deactivated in two stages. An ESC off-road mode in the Q3 provides for optimal traction off the beaten track. This adjusts certain functions, such as ABS and the electronic differential lock (EDL), and the control function optimized for the surface.

The torque vectoring, which is also making its Q-model debut in the Q3, has also been thoroughly updated. Low friction values, such as those occurring on wet roads or snow, are given much greater consideration in the control strategy for front-wheel and quattro all-wheel drive vehicles. This results in optimized handling with maximum tracking accuracy when cornering.

Before understeer can occur, finely metered brake torque is applied imperceptibly to the inner wheels. If power is being applied, the excess torque flows to the outside wheel. This redistribution of torque results in

more precise turn-in in corners and sharp bends. This expanded ESC functionality works together with the multi-plate clutch to minimize understeer within handling limits. Handling thus becomes more precise, agile and stable.

When ESC is completely deactivated, certain stabilisation interventions – including torque vectoring and the electronic differential lock (EDL) remain active in the interest of precise control of the vehicle.

All versions of the Audi Q3 come equipped with hill-start assist, which uses the electromechanical parking brake. It holds the brake pressure for a brief time after the driver steps off of the brake pedal. The optional hill-descent assist controls the speed of the compact premium SUV between 2 and 30 km/h when going downhill, and keeps it almost constant on virtually any surface without blocking the wheels and without any intervention on the part of the driver to ensure a safe descent.

Exterior design

The new Audi Q3 has a strong and confident road stance. The coupe-like roofline and sharply sloped D-pillars give the silhouette an expressive and sporty look. As with its predecessor, the dimensions are compact. The length is 4,388 millimetres; width 1,831 millimetres; height is 1,590 millimetres: and the wheelbase 2,603 millimetres.

Dominating horizontal lines up front and in the rear underscore the width and make the Audi Q3 distinctive and expressive. The sculpted Singleframe grille is the defining element of the front of the car. Its enlarged top corners extend to the headlights. In the redesigned bumper, honeycomb grilles and struts in the air intakes, which are framed by sharp edges. A front splitter extends forward below the flat, centre intake.

Another change to the front end are the newly structured headlights. Xenon plus units with LED daytime running lights and all-weather lights are now standard. Audi also offers LED headlights with a distinctive LED daytime running light contour running around the headlight. In this variant, 27 particularly energy-efficient light-emitting diodes provide the lighting functions. Both headlights can be supplemented with the high-beam assistant.

The defining element when viewing the Audi Q3 from the side is the flowing, coupe-like, early-sloping roof that tapers into a flat D-pillar. On the body of the vehicle, sharply drawn lines border powerfully taut surfaces. The body to greenhouse ratio of two-thirds to one-third is typical of Audi's sporty design language. The tornado line below the windows forms an elegant light-refracting edge, and the side sills are more prominent. The wheel wells are strongly defined; the wheel arches boldly offset.

At the rear, the sculpted, wrap-around tailgate – a characteristic feature of the Audi Q models – amplifies the sense of width. An underbody guard caps the bottom of the rear end. All engine variants have dual tailpipes on the left with chrome tips. Both the diffuser and the large, undivided taillights – another characteristic of the Q models – have been redesigned.

The taillights come standard with LED technology. In combination with the LED headlights, the taillights also feature dynamic turn signals. Their individual light-emitting diodes are activated sequentially in blocks. The light moves in the direction the driver is turning, thus sending an unmistakable signal. The standard adaptive brake light pulses at a frequency of four Hertz and warns trailing drivers in the event of hard braking.

New shades: paint finishes

New shades have found their way to the colour palette of the redesigned Audi Q3: Hainan Blue metallic, Cuvée Silver metallic and Utopia Blue metallic. These join the standard finishes Cortina White and Brilliant Black as well as additional optional colours, such as Floret Silver metallic, Glacier White metallic, Misano Red pearl effect, Monsoon Grey metallic, Mythos Black metallic and Tundra Brown metallic. Audi offers the colour Daytona Grey pearl effect at a price savings in combination with the S line sport package.

There is a choice of three variants for the wheel arches, the sill strips and the underbody guard. These elements come standard in black; they are finished in the body colour with the sport line. As exterior features, the sport line offers exclusive 18-inch wheels, the gloss package around the windows and anodized aluminium roof rails.

There are also new equipment packages for the new Audi Q3: the S line sport package and the S line exterior package; with the S line exterior package, the bumpers and diffuser feature a special design.

Body

The body of the Audi Q3 is the foundation for the balanced handling, the quiet cabin and safety. Weighing roughly 300 kilograms, it plays a major role in the lightweight construction concept for the compact premium SUV. The Audi Q3 1.4 TFSI has a kerb weight (without driver) of just 1,405 kilograms.

Lightweight construction: hot-shaped steel and aluminium

Topping the materials pyramid are hot-shaped steels. They are first heated in a furnace to more than 900 degrees Celsius and then cooled to around 200 degrees Celsius in a water-cooled pressing die. This change in temperature makes them extremely strong. They require relatively thin wall thickness and are accordingly lightweight. Making up 13 percent of the body, hot-shaped steels are the backbone of the occupant cell. They are used in the transition to the front end, at the centre tunnel, in large areas of the roof frame, for the interior sills and for the B-pillars.

The engine hood and wrap-around tailgate of the Audi Q3 are made of aluminium. They weigh only 8.8 and 10.8 kilograms, respectively – nearly 50 percent less than corresponding parts of steel sheet. The engine hood is secured to the body by two releases. This enables a design with relatively low sheet thicknesses yet high geometrical stability.

Torsion rings in the area of the rear seats and the tailgate opening make significant contributions to stiffness and vibrational comfort. Bulkheads and creases break up large cavities and steady large sheet metal surfaces. Sophisticated gaskets run around the doors and windows.

Audi also offers an acoustic windshield with a noise-damping intermediate film. Dark privacy glazing is available for the rear windows.

The redesigned Audi Q3 is also state-of-the-art when it comes to passive safety. In the event of a frontal collision, the subframes of the front axle, the longitudinal members and two additional members under the fenders dissipate energy. If the other vehicle involved in the collision comes from the side, the ultra-high-strength B-pillars offer outstanding protection. Two cross-members reinforce the floor structure. The longitudinal members absorb energy in the event of a rear-end collision.

The compact premium SUV comes standard with two front airbags, thorax-pelvis side airbags in the backs of the front seats and curtain head airbags. Pyrotechnic belt tensioners up front, belt force limiters, Isofix child seat attachment points in the rear and the integrated Audi head restraint system round out the package.

The base version of the Audi Q3 boasts a drag coefficient of 0.32 and has a frontal area of 2.44 m². The low lift at the axles ensures good stability at high speed. The large spoiler above the rear window extends the roof contour by 32 centimetres. Two aero strips to the left and right of the window form lateral spoiler lips. Many additional body details contribute to the good aerodynamics and aeroacoustics. A plastic underbody liner provides for aerodynamic air flow, and cooling air flows virtually loss-free through the engine compartment.

Interior

The sporty design language of exterior carries over into the interior of the redesigned Audi Q3. The wrap-around, a feature from the large Audi model series, is an elegant arc between the front doors below the windshield. The broad centre console is asymmetrical and inclined toward the driver.

Comfortable: the seats

The standard front seats are height-adjustable. Audi will upgrade these upon request with power lumbar supports, seat heating and power adjustments. The sport seats (standard with the sport line) feature length and pitch-adjustable cushions.

Comfortably shaped and upholstered, the rear seats offer a pleasantly upright seating position. Their head restraints can be lowered far enough so as not to impair the view in the rearview mirror. The stepless door stops are very helpful when getting in or out. Practical storage is available at every seat and Audi also offers a special storage package.

Clear: steering wheel and displays

There are numerous steering wheels from which to choose depending on the trim line- with three or four spokes, with different coverings and contrasting stitching, with multi-function buttons and with shift paddles. The largely, clearly marked dial instruments behind the steering wheel can be read quickly and safely. Located in the field between them is the driver information system (DIS). One of its functions is the efficiency program,

which gives the driver tips for efficient driving; another is the rest recommendation function.

The premium character of the Audi Q3 is manifested in every detail of the interior. A typical example is the 7.0-inch monitor: it is recessed into the instrument panel. When you tap on its top edge, it glides upwards with a gentle, steady motion. A high-gloss black frame encircles the screen.

Even more polish: fine interior details

The update brought a number of new touches to the interior of the compact premium SUV. New chrome clasps now adorn areas such as the user interface for the MMI radio or navigation system. The sport line comes standard with decorative inlays in aluminium satellite. The alternatives, range from walnut to piano lacquer and matt brushed aluminium.

The centre armrest, the door panels and seat covers are available in six colours – black (also in S line sport package), chestnut brown, stone grey, pistachio beige, chennai brown and rotor grey (optional in S line sport package). In addition to the standard leather appointed upholstery in the Q3 and Milano leather upholstery in the sport line, the customer can choose upholstery in a number of leathers Milano (1.4 TFSI and 2.0 TDI 110 kW), Fine Nappa and Pearl Nappa, the latter in combination with Alcantara.

Variable: the luggage compartment

The Audi Q3 offers plenty of space in the luggage compartment because the shock absorbers, which are separate from the compact coil springs, are far to the outside in the body. Standard capacity is 460 litres, and with the seatbacks folded down 1,365 litre. The new extensible luggage compartment cover is as practical as it is convenient. Audi also offers a power tailgate as an option. If the customer ordered the convenience key, the tailgate has two buttons. One closes the tailgate while the other then locks the entire car.

The luggage compartment comes standard with four lashing points. Additional options, such as two hooks, a small supplemental storage compartment, a reversible luggage compartment floor, a reversible floor mat and a luggage compartment package, allow many items to be transported safely. Another option is the through-loading facility, which can be supplemented with ski/snowboard bag. The Audi Q3 has a maximum

towing capacity of up to 2 metric tonnes, depending on the engine (1.8 metric tonnes for the 1.4 TFSI).

Individual and helpful: Audi Genuine Accessories

The Audi Genuine Accessories range includes carriers for bikes, skis, kayaks and other sports equipment, plus a folding passenger seat for transporting long items. A new product is the Q3 camping tent, which can be set up in minutes and fastened to the vehicle's open tailgate. One person with nothing more than an air pump can set up the entire tent in just three minutes.

Another four minutes is all it takes to connect the tent to the Q3 via the open rear hatch. The vehicle interior/luggage compartment and the tent can be used simultaneously. This makes unpleasant activities such as loading and unloading during bad weather significantly more pleasant. The Q3 camping tent is also suitable for rough weather. Secured to the ground with eight camping pegs, it can withstand winds of up to 70 km/h. The tent is modular, comprising the main tent, a mosquito-proof inner tent, tent floor, sun shade and a car-specific connection kit for the tailgate. All of the modules are separable.

Infotainment

Audi offers a modular range of infotainment components for the new Audi Q3. The standard MMI radio features the MMI operating logic from the large Audi model series. The fold-out colour monitor with 6.5-inch display, a memory card reader and an audio tuner with phase diversity are standard here.

The MMI radio also includes a Bluetooth interface and the Audi music interface (AMI) for the easy connection of a mobile player.

Intuitive: MMI navigation plus

At the top of the infotainment range is MMI navigation plus. Its rotary pushbutton can be rocked like a joystick, which makes many functions even more convenient. The 7.0-inch monitor displays the graphics and the navigation map in 3D. The hard disk can store 20 GB of music data. Two card readers, the Audi music interface (AMI), a Bluetooth interface and a DVD drive round out the comprehensive list of equipment.

Audio experience: the sound systems

Hi-fi fans can choose between two sound systems – the Audi sound system and the Bose surround sound system. With the second system, a ten-channel, 465 watt amplifier drives 14 speakers, including a subwoofer. It uses a microphone to analyse intrusive noises and adjusts playback accordingly. If MMI navigation plus is on board, the system can reproduce 5.1 surround sound. The top-of-the-line system is also a visual treat thanks to the frames of the bass/mid-range speakers in the doors, which form elegant rings of white light.

Supplemental components include a six-disc CD changer, a dual tuner for digital radio reception and a digital TV tuner.

Driver assistance systems

The assistance systems are further testimony to the special position the Audi Q3 occupies in the compact premium SUV segment. The secondary collision brake assist is standard. It prevents the car from rolling in an uncontrolled manner or causing a secondary collision following a crash.

The optional Audi side assist activates at speeds above 30 km/h. Two radar sensors at the rear of the car observe what is going on behind it. If there is a vehicle in the blind spot or rapidly approaching from the rear, a yellow LED indicator in the outside mirror's housing lights up. If the driver nevertheless activates the turn signal to change lanes, the indicator become brighter and flashes multiple times.

Audi active lane assist activates at approximately 65 km/h. Its video camera detects the lane markings in front of the car. If the Audi Q3 approaches a detected line without the turn signal being activated, the system helps the driver to steer back into the lane by intervening gently in the steering. The driver uses the MMI to determine whether steering wheel vibration should also be used. If both Audi active lane assist and Audi side assist are on board, the latter warns of all vehicles considered to be critical as soon as the driver approaches a detected lane marking and threatens to leave the lane.

Several systems are available to make parking easier in the Audi Q3; the top of the line is the park assist system with 360° display. When the car is driving at a moderate speed, its lateral ultrasonic sensors scan the environment and indicate suitable parallel and perpendicular parking spots. If the driver wants to park in one of them, he or she puts the car in reverse.

The system then takes over the steering; the driver only has to accelerate, switch gears, brake and monitor the parking process.

Park assist will manoeuvre forward and backward multiple times, if necessary. The system provides similar assistance when leaving parallel parking spaces. Its sensors can also detect obstacles to the side of the car and present them on the MMI monitor.