

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

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The new Audi A4

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Summary

The winning four

The new-generation Audi A4 is a fascinating synthesis of technology and aesthetics. All the technology in the brand's bestselling range has been redeveloped so that it yet again defines the benchmark in the segment. During the development work, high priority was placed on the reduction of CO₂ emissions. All technologies were focused on reducing drive resistance.

A good example is aerodynamics: The A4 Sedan has the best drag coefficient in its class at 0.27. The new models also have impressively low CO₂ emissions. The 140kW 2.0 TFSI engine uses just 5.3L/100km of fuel, and emits just 119 g/km. The most powerful engine in the Australian line-up is the 185kW 2.0 TFSI. A new generation of four-cylinder TFSI engines with newly developed combustion methods sets benchmarks in terms of fuel consumption, emissions and performance for four-cylinder petrol engines.

At 4.73 metres long and with a wheelbase of 2.82 metres – the new Audi A4 has a confident stance on the road. A prominent horizontal line on the front and rear emphasises the car's width. The flowing design with concise lines communicates the sporty elegance of the brand. The Singleframe grille is wide and low; the LED headlights and optionally available Matrix LED technology (including dynamic turn indicators) is a visual trademark. Driver assistance systems and infotainment are of a very high quality.

Up to 65 kilograms lighter

Compared with the previous model, the car's dimensions have grown but its weight has been reduced significantly – by up to 65 kilograms, depending on the engine. The body of the new Audi models is one of the lightest in its class thanks to an intelligent material mix and lightweight construction.

The Audi A4 is a leader in its class also in terms of noise levels. All occupants enjoy generous space; the smooth lines emphasise the width of the interior. The front of the dashboard features a broad band of air outlets and a large decorative surface. At night, optional discreet contour lighting illuminates the doors and the central console. The quality of workmanship is uncompromisingly high. Colours and materials follow a new line concept allowing customers even more freedom during configuration.

The new model offers an abundance of intelligent technologies, the use of which is even more intuitive with the new Audi MMI display and control concept. Technological highlights of the new A4 include the Audi virtual cockpit, the Audi Matrix LED headlights, the Audi smartphone interface, the Bang & Olufsen Sound System with 3D sound, the head-up display, Audi connect services and new driver assistance systems.

Information and fascination: the Audi virtual cockpit and the MMI

The focus here is on two innovations. The optional Audi virtual cockpit, a fully digital combination instrument, features a 12.3-inch LCD screen that displays the most important information in brilliant high-resolution graphics, with great detail and sophisticated effects.

The MMI control concept in the centre console is also a newly designed feature and acts as the main control element. The infotainment system, MMI Navigation plus with MMI touch and a large 8.3-inch monitor, has a touchpad in the rotary controller to zoom in and out and to enter characters. The entire MMI control logic is similar to that of a smartphone and includes an intelligent free-text search function. The new, more natural, voice-control system also understands input in normal everyday language, such as “I want to call Peter Miller.”

Concentrated computing power

MMI Navigation plus is backed by the computing power of the second-generation modular infotainment platform, which allows Audi to bring consumer electronics innovations into the vehicle quickly.

The Audi connect hardware module comes standard with the new A4, which connects to the Internet via the high-speed LTE network. Passengers can surf the Internet and send and receive email with their mobile devices via a Wi-Fi hotspot while the driver can use the tailored services of Audi connect.

The Audi smartphone interface is a new feature. It integrates iOS and Android mobile phones into an environment developed especially for this purpose – Audi MMI. For discerning hi-fi fans, the Bang & Olufsen Sound System with innovative 3D sound is available, which introduces the additional dimension of height. The new Audi tablet can also be used as flexible rear seat entertainment.

Powerful four-cylinder engines

The new Audi A4 will be launched in Australia with four engines, three TFSI and one TDI. Power outputs range from 110kW to 185kW, but fuel consumption has been reduced by up to 21 percent. All the engines combine high efficiency with sporty power delivery and smoothness.

The new Audi A4 has a groundbreaking innovation for the petrol engines: The 2.0 TFSI with 140kW uses an absolutely new combustion method that makes it especially efficient and allows fuel consumption of 5.3 litres per 100km and CO₂ emissions of 119 g/km.

S tronic transmission

The powertrain and the chassis of the new Audi A4 has been completely redeveloped. The seven-speed S tronic (now also available for front-wheel drive) has been redesigned; the automatic transmission now offers a fuel-saving freewheeling function. Wheel-selective torque control supplements the work of the front-wheel drive and the quattro drive.

Driving dynamics

The handling of the new A4 makes a great leap forward: on the one hand sporty and performance oriented, but with a focus on comfort at the same time. The suspension and steering filter out disturbances such as an uneven road surface, but communicate to the driver important information such as increases in lateral forces and tracking. This performance is based on the redeveloped five-link axles and the electromechanical power steering – they are exceptionally light. They lay the foundation for dynamic handling and first-class ride comfort while also reducing fuel consumption. Additional options are dynamic steering, which varies its ratio according to the car's speed and the steering angle, and suspension with adjustable shock absorbers with which the driver can for the first time select between two settings: sports or comfort. Both of suspension settings are included in the Audi drive select driving-dynamics system, which is standard equipment for all models.

Widest range in its class: driver assistance and safety systems

The Audi A4 sets the benchmark in its class with numerous driver assistance systems. The predictive efficiency assistant helps drivers to save fuel, Audi active lane assist helps them to stay in lane and the Stop&Go adaptive cruise control including traffic-jam assist eases driving in slow-moving traffic. One special feature of traffic-jam assist is its control strategy. It takes into

account a large number of parameters such as road markings and the traffic ahead. Some more innovations that make important contributions to safety are parking assist, rear cross-traffic assist, exit warning, collision avoidance assist, turn assist and the Audi pre-sense systems.

At a glance

The new Audi A4

Exterior design and body

- Athletic proportions and sporty elegance
- 4.73 metres long, 2.82-metre wheelbase, 1.84 metres wide, 1.43 metres high
- Standard LED headlights and matrix LED headlights with dynamic turn indicators
- Light body: weight reduced by up to 15 kilograms compared with the previous model
- Top drag coefficient in its class: 0.27; aero-acoustics ensure peace and quiet on board

Interior

- The longest interior and greatest shoulder width at the front compared with competitors
- Interior design with large decorative surfaces and continuous air vent strip; new colours and materials, spacious interior, ambient LED interior lighting as standard equipment, first-class workmanship
- Automatic climate control with a new interface
- Optional LED interior lighting packages

Controls

- Optionally available: head-up display and Audi virtual cockpit
- Completely redesigned MMI operating concept including free-text search function
- Can also be operated by multifunction steering wheel and natural-language voice control

Infotainment and Audi connect

- Standard top-end infotainment system MMI Navigation plus with MMI touch and an 8.3-inch MMI monitor including Audi connect, LTE connectivity and Wi-Fi hotspot.
- Audi smartphone interface for connecting Apple and Android phones
- Bang & Olufsen Sound System with innovative 3D sound and Audi tablet as mobile rear-seat entertainment

Engines

- Three TFSI and one TDI engines at market launch, 110kW to 185kW, up to 12 percent more power
- Fuel consumption reduced by up to 15 percent
- Economical 1.4 TFSI with 5.5 litres per 100km and 126 grams CO₂ per km
- New 2.0 TFSI with 140kW with newly developed combustion method and just 5.3 litres of petrol per 100km and 119 grams of CO₂ per km

Drivetrain

- New generation of the S tronic: for front-wheel drive for the first time, and with freewheeling function
- Front-wheel drive or quattro drive with wheel-selective torque control

Suspension

- Redesigned, light five-link axles at front and rear, significant increase in comfort with accentuated sportiness
- Newly developed electromechanical power steering, with dynamic steering on request
- Audi drive select dynamic driving system standard, suspension with adjustable shock absorbers available as an option

Driver assistance systems and integrated safety

- Stop&Go adaptive cruise control including traffic-jam assist for slow-moving traffic
- Predictive efficiency assistant for even lower fuel consumption
- Audi active lane assist and Audi side assist
- New: parking assist, rear cross-traffic assist, exit warning, turn assist, collision avoidance assist
- New safety systems: Audi pre sense city, basic and rear

Full version

High tech all the way – the new Audi A4

More powerful, more efficient, more intelligent: the new Audi A4 features numerous premium technologies which set higher benchmarks for its class. Elegant design blends with an innovative control concept, and lightweight construction meets new, efficient drivetrain solutions. The A4 is also ahead of its peers in terms of infotainment and assistance systems. As a result, Audi drivers can look forward to a truly high-tech experience — an innovative synthesis of technology and aesthetics.

Benchmark for aerodynamics

When it comes to aerodynamics, the new model dramatically outpaces the competition. The A4 Sedan has a drag coefficient value of 0.27. This extremely low figure is the result of complex fine-tuning and new solutions. The outer lines of the air inlets integrate additional openings – they guide some of the air stream over the wheel well, where it flows past wheels which have also been aerodynamically optimised. Details such as the exterior mirrors positioned on the door sills with their small integrated narrow stripes help enhance the aero-acoustics.

In every new car, the rear design plays a key part in automotive aerodynamics. On the new Audi A4, the lines of the luggage compartment door make sure that the air flow is smooth. Narrow trim on both sides of the back window are the finishing touch on the aerodynamic concept.

The underbody of the new mid-sized model also contributes to its aerodynamic lines. The underside of the engine compartment is sealed off from the road, and broad trim under the passenger cell and the luggage compartments protects the metal. The wishbones on the rear axle are specially enclosed, and small spoilers guide the air flow at multiple sites, including under the wheels and at the tank. In conjunction with the design of the tailgate, the aerodynamically optimised underbody keeps the lift of the rear axle low.

The driver assistance systems and integrated safety

With their wide range of driver assistance systems, the new Audi A4 sets a benchmark for its class. Nearly all of the equipment has been completely redesigned or greatly enhanced in comparison to previous models. Some of the systems are standard features, whereas the optional solutions can be

chosen individually or are available in the two Assistance packages: Parking and Tour.

Greater safety

All of the versions of the new models include the safety system Audi pre sense city as standard equipment. At speeds of up to 85km/h, the system scans the road for other vehicles and pedestrians using a windshield-mounted front camera with a range of up to 100metres. If there is the threat of a collision, the driver receives a series of warnings, and if necessary the car starts to apply the brakes fully. At speeds up to 40km/h, it can fully prevent accidents within the system limits. At higher speeds up to 85km/h, warnings and brake intervention can reduce the impact velocity.

The standard Audi pre sense basic works with information from a variety of different vehicle systems. Once it detects unstable driving conditions, it initiates preventive measures to protect the occupants. The front seat belts are electrically tightened, and the windows and sunroof are closed. The hazard lights are also activated.

If a collision cannot be prevented and an accident is inevitable, the multicollision brake assist system supports the driver with controlled application of the brakes. This can help to prevent the car from skidding, which prevents further collisions.

Another standard system in the new Audi A4 is attention assist, a component of the driver information system. It analyses driver behaviour and issues a warning when it detects that the driver is becoming inattentive. The adjustable speed limiter, a standard feature, can be set to a particular speed ranging from 30 to 250km/h – a very helpful tool for maintaining speed within city limits, in construction areas, and so on.

Adaptive cruise control including traffic-jam assist in the Tour assistance package

Amongst the optional systems, the key feature is the adaptive cruise control (ACC) Stop&Go including traffic-jam assist. It maintains a specified distance between the new Audi A4 and the car ahead; the driver can choose one of five distances and use Audi drive select to adjust the rate of acceleration and control dynamics.

The system, which relies on the signals from the two front radar sensors and the camera, interacts with the S tronic to cover the full range of speeds from 0 to 250km/h.

The ACC's Stop&Go function can brake the new Audi A4 to a full stop, and at the driver's wish it can automatically resume driving again. When the system is deactivated, the distance display shows how far the car ahead is, and it warns drivers when they are tailgating. Its operating range is at speeds of 60km/h and above.

Another function of the ACC, the traffic-jam assist, can take over steering at speeds of up to 65km/h on well-developed roads when traffic is congested. The system uses the radar and ultrasound sensors as well as the front camera, guiding the car by gently adjusting the steering and following the traffic ahead within system limits. In doing so, the traffic-jam assist uses the lane markings and other vehicles on the road for orientation.

When the traffic-jam assist reaches its system limits – for example, when the traffic thins out or there is a sharp curve ahead – the driver has to take over again completely. The system provides warnings at different levels. As a final measure, it safely brings the A4 to a full stop.

Thanks to the ACC, the Audi pre sense front safety system on board can prevent rear collisions or help minimise impact. In dangerous situations, the system gives the driver a variety of warnings to brake: visual and acoustic signals as well as a tap on the brakes. If the driver does not respond, the car first starts to brake, and simultaneously it closes the windows and the sunroof. As the only model of its class, the A4 then decelerates as much as possible if the car in front of it is still moving. The system automatically tightens the seat belts. Audi pre sense front also works when the ACC is not running.

The predictive efficiency assistant

Another system that is unique in its class is the predictive efficiency assistant, which is available as part of the Tour assistance package. It works in close conjunction with the adaptive cruise control and the navigation system.

Even when the navigation function is not on, the predictive efficiency assistant uses the data from the route to keep the driver informed about

situations which call for lower speed. The system recognises curves, roundabouts, road junctions, gradients and city limits – in many cases long before the driver sees them. A corresponding warning appears in the combination instrument and/or the Audi virtual cockpit and head-up display. If the assistant screen is active, detailed graphics can be seen.

If the driver wishes, the system can take over the freewheeling of the automatic transmission itself under certain conditions. This form of ‘coasting’ is only activated if it can last for at least five seconds. When it ends, the car automatically accelerates to the speed the driver has selected if the ACC is activated. The predictive efficiency assistant can reduce fuel consumption on country roads by up to 10 percent.

Other systems in the Tour assistance system

The Audi active lane assist is available separately or as part of the Tour assistance system. At speeds of 65km/h and above, it helps drivers stay in their lanes. It receives its signals primarily from the front camera, which detects lane markings.

If the new Audi A4 approaches a marking when the driver has not switched on a turn signal, the system makes a gentle adjustment to the electromechanical power steering to bring the car back into its lane.

Using the MMI system, drivers can decide whether this support should be activated at all times or only take place before the lane marking is crossed. If they choose the early-correction mode, the system will guide the car back into the middle of the lane. There is also the optional setting of making the steering wheel vibrate as a signal.

The avoidance assist is yet another high-end feature in the Tour assistance system. It activates when the new Audi mid-sized models have to avoid an obstacle so as to prevent an accident. Within fractions of a second, it uses data transferred from the front camera, the ACC and radar sensors to calculate the distance of the car ahead as well as its width and degree of offset. Its first warning is a tap on the brakes to alert drivers to the potential danger. As soon as the driver starts steering, the system offers support with the necessary lane changes with controlled interventions to the power steering.

The turning assist is another Audi innovation that monitors oncoming traffic during right-hand turns. It has an operating range between 2 and 10km/h. In dangerous situations, it brings the car to a complete stop. The system becomes active in the background as soon as the driver turns on the right-turn signal.

The City assistance system

The standard assistance systems include the lane-changing feature Audi side assist. From speeds of 15km/h and above, it supports drivers in changing lanes, using the two rear radar sensors which measure across a range some 70 metres.

If another vehicle approaches quickly or is in the blind spot, a warning LED in the housing of the appropriate side mirror lights up. If the driver turns on the turn signal anyway, the LED blinks brightly many times in succession.

The Audi side assist is complemented by integrating the Audi pre sense rear system. It warns about potential collisions from behind and takes preventive measures such as activating Audi pre sense basic. Furthermore, it makes the hazard lights blink rapidly as a way of warning traffic behind the car. It remains active in the background at every speed even if the Audi side assist is turned off (unless a trailer is in use).

The rear cross-traffic assist is activated when the parking assist is active. When this occurs, drivers who are slowly driving backwards (for example, while leaving a parking spot at right angles to the road) are warned about approaching vehicles in critical range. There are different levels of warnings: visual, acoustic and a short jolt of the brakes. The back radar sensors provide the necessary data.

The exit warning is activated when the new Audi A4 stops moving. If other vehicles are approaching from behind, it warns occupants as they open the doors. The system warns drivers by means of LED fibre optics in the inside door-opening mechanism (contour lighting). In situations that are assessed as dangerous, special high-performance red LEDs blink and light up. The exit warning stays on for approximately three minutes after the ignition is turned off.

Other functions complete the standard City assistance systems: the acoustic and visual park system plus, which automatically activates when it detects an obstacle, and the reversing camera.

The Parking assistance system

The Parking assistance system features the park assist. With the help of 12 radar sensors, it helps manoeuvre the car into parking spaces that are parallel or at right angles to the road, which it identifies independently when driving at a moderate speed. Furthermore, it can make its own way out of parking spaces parallel to the road. All the driver has to do is accelerate, shift gears and brake.

The 360-degree cameras are the second component of the package. The MMI monitor displays different perspectives from the car's immediate surroundings, including a virtual view and 180 degree images from the front and rear. Guidelines make it easier to manoeuvre in reverse gear. The 360-degree cameras are especially helpful in dealing with parking spaces or driveways where visibility is poor, and the cameras are also useful together with the rear cross-traffic assist in the rear.

Innovative connectivity

A fully equipped new Audi A4 has some 90 control units on board, many of which exchange data with each other. This kind of tight-knit interaction, especially among the driver assistance systems, would not be possible without a brand new approach to the car's electronic architecture.

The new FlexRay bus system connects several control units with each other and guarantees extremely rapid and secure data transfer. The most important components are the engine, the automatic transmission, the central chassis control unit, electronic stabilisation control (ESC), the power steering control unit, the adaptive cruise control Stop&Go including traffic-jam assist, the video camera and the safety computer which steers the safety systems.

There are other data networks in addition to the FlexRay bus. CAN (controller area network) buses connect some of the assistance systems such as the Audi side assist, 360 degree cameras and the air-conditioning system. Furthermore, they are part of the communication between the convenience functions, the infotainment components and the central display and control components, such as the MMI and Audi virtual cockpit.

LIN (local interconnect network) buses complement the CAN buses by operating less complex integrated systems such as interior lighting. The Bang & Olufsen sound system with 3D acoustics uses a MOST (media oriented systems transport) bus. In the new Audi mid-sized model, the electric systems also contribute to the light vehicle weight: enhanced topology, new aluminium cables and an AGM battery lower the weight by six kilograms in comparison with the earlier model.

The interior

Premium, light, spacious – the new Audi A4 surpass its predecessors in almost all interior dimensions. Shoulder width and head clearance for driver and front-seat passenger have increased by 11 and 24 millimetres. Interior length has grown by 17 millimetres and rear legroom is actually 23 millimetres larger. The new Audi model sets the benchmark in its class in these important criteria.

All four seats therefore offer a feeling of genuine spaciousness. The interior design underscores this impression, as its clear architecture is strictly focused on horizontal lines. This principle is most apparent with the low dashboard – it seems to float in space, supplemented by the cover over the combination instrument and the Audi virtual cockpit.

A band of air outlets is arranged over the gently sloping, curved front of the dashboard, punctuated only by the instruments – it combines elegant design and novel functions. The upper edges of the dashboard and the door trim border the interior in a wrap-around style, without constricting the driver and passengers.

Depending on the transmission: the MMI control element

The wide, asymmetrically split central console houses the MMI control element. The terminal is placed close to the dashboard; the low automatic selector lever offers the wrist a comfortable resting place.

In both cases, the volume control and a storage tray are located on the right of the MMI control terminal. This arrangement makes the philosophy of the new A4 family clear. For example, although the interior is focused on the driver, the MMI monitor can be used equally well by the front-seat passenger.

Tablet style: the new, slim MMI display

The monitor is an element in which Audi's entire design expertise is reflected – with its black display glass with rounded corners, it looks like an exclusive tablet computer. It is just 13 millimetres thick, and has a discreet silver-coloured magnesium frame.

Operation of the deluxe automatic air conditioning is a delight, which has temperature displays integrated into the control dials. Just a few buttons and dials are sufficient for convenient control. When one of the capacitive rocker switches is approached by a finger, its function is shown enlarged on the dark LCD display and selected.

The triple-zone deluxe automatic air-conditioning have been completely redesigned. The system consumes little energy thanks to efficient solutions for the fan motor and fresh-air supply, an efficient cooling circuit and highly flexible controls. However, they provide extremely high air quality: in both fresh-air and recirculating operation, an active-carbon combination filter removes the smallest particulate matter. The comfort of the experience is rounded out by low noise levels.

The broad band of air vents allows indirect ventilation while increasing the volume of air circulated. The interior can be air-conditioned in three separate zones; the rear passengers have their own control unit with a digital display.

New and versatile: the seats

The seats of the new Audi A4 have also been completely redesigned. With the anatomically shaped front seats, the head restraints can be adjusted not only for height, but also for distance from the head. Electric lumbar support is standard on all models, and all but the base 1.4 TFSI model have full electric adjustment. Heating and ventilation functions are optional.

A central armrest in the front – adjustable if desired and with a large storage space – large door pockets and two cup holders are standard equipment with the new Audi A4. The storage and luggage-compartment package includes a rear armrest with two cup holders, nets on the rear of the front seats and other practical storage spaces adjacent to the driver and in the luggage compartment.

The steering wheels are all new; the driver's airbag is a compact micro-module and allows a better view of the combination instrument. There is a wide range of steering wheels available. The frame of the steering wheel is made of magnesium – the entire interior was designed strictly along the lines of lightweight construction.

Components made of magnesium and a light wire frame are also used in the rear seats; the substructure of the front seats is made of high-strength steel. Compared with the previous model, the weight of the seats has been reduced by up to nine kilograms. A new carpet, an aluminium brake pedal and foamed defrost ducts in the air-conditioning system shave another four kilograms off the weight.

As always at Audi, all materials in the interior of the new A4 have been selected and processed with the utmost care. Precisely fitted chrome strips border the upper edge of the air vents, the controls of the automatic air-conditioning and the automatic selector lever on the central tunnel console. The door-handle recesses are directly inset into the door trim – a novel and highly attractive detail. All seams are extremely narrow and parallel.

A choice of 30 colours: ambient lighting

The lighting package has white LEDs in the standard version. The driver can operate the reading lights via sensors. At night, the standard interior lighting package or the optional ambient lighting provide small highlights in the interior. With the top version, the colour of the illumination can be controlled via the MMI, in several profiles and in separate zones, including the cup holder. The colours change depending on the mode chosen in Audi drive select. In the door trim, narrow, LED light strips generate effective contour illumination.

The colours and materials also underscore the generous dimensions and elegance of the interior; the palette offers numerous new shades and combinations.

A robust combination of genuine leather and synthetic leather is standard. The central panels of the front seats and of the two outer rear seats as well as the side bolsters of the driver's seats in the entry area are upholstered with leather. Milano leather, the Alcantara/leather combination and the top-quality fine nappa leather with contrasting stitching and cording are the finest upholstery available. The supplementary leather package includes the armrests and knee pads. The large inlays are a significant feature of the interior's appearance and there are many high-quality options for owners to choose from.

S line sport package and design selection

With the S line sport package, the interior is either black or rotor grey. The sport seats are upholstered with pearl nappa leather with embossed frequency Alcantara or fine nappa leather. The backrests of the front seats always feature S logos in connection with the S line sport package. The inlays consist of brushed aluminium or piano black lacquer. The sport steering wheel, the illuminated door-sill trims and the fender feature S emblems. The sporty appearance is completed with stainless-steel pedals and footrests as well as floor mats with contrasting stitching.

Displays and controls

With its innovative display and control concept, the new A4 is at the peak of its segment. Using the central components – the optional Audi virtual cockpit and standard MMI touch, both optional extras – the driver can use a multitude of functions in a way that is not only easily comprehensible, but fun as well.

As standard equipment, the new Audi A4 is fitted with a large, easily readable, analog tachometer and speedometer. The display of the driver information system is located between those two instruments. The 7.0-inch monitor presents data such as radio station, music lists or navigation information.

High-end graphics: the Audi virtual cockpit

The Audi virtual cockpit is available as a high-end option. Its 12.3-inch LCD monitor with a resolution of 1,440 x 540 pixels ensures highly detailed

graphics. For example, engine speed calculated 60 times a second so that the virtual needle is extremely precise and moves smoothly. Scroll-down lists follow a physical model so that factors such as inertia, elasticity and damping are considered.

With the 'View' button on the multifunction steering wheel plus, the driver can switch between two different user interfaces. The infotainment mode is dominated by a central window – it offers items such as the navigation map or lists from the areas of telephone, radio and audio. The tachometer and speedometer are presented here as round instruments. In the classical view, the instruments are shown in about the same size as analog dials and the central window is correspondingly smaller.

The Audi virtual cockpit presents information comprehensively and in various ways – from the navigation arrows to dynamic animations and the infotainment features (including connect services) as well as the graphics of some assistance systems. The display changes its colour design depending on the basic menu: orange in the media menu and green in the telephone menu for example. At the lower edge, there are permanent displays of exterior temperature, time of day and mileage, as well as warning symbols and other information.

As with the display of the driver information system in the analog instrument, the driver operates the Audi virtual cockpit with the optional multifunction steering wheel plus. The switches on the left spoke are used to move through the menus of the audio system, onboard computer and – if fitted – navigation system and telephone; the user interface can be changed with the 'View' button. The volume control, voice-control system, telephone express control and the skip function for rapidly changing radio stations or music tracks are located on the right spoke of the steering wheel.

Intuitive control logic: the new MMI control concept

Another technical innovation in the Audi A4 is MMI Navigation plus with MMI touch. Its menu structure has been completely redesigned; its operation with flat hierarchies is oriented towards modern smartphones. An intelligent logic that is simpler and quick to use replaces static menu trees; frequently used functions can be reached with just a few clicks.

The terminal's central element is the rotary controller, whose ring is illuminated in white with the optional MMI touch. Its upper surface features

a touchpad, which is used to input characters and multi-finger gestures – zooming into the navigation map for example.

Additional features: the function and option menus

The terminal also has buttons for the most important basic menus, the general menu button, the 'Back' button and eight freely programmable favourite buttons. Two more buttons on the left and right of the rotary controller allow access to the function and option menus, which supplement many operating areas. For example, the driver can select the waveband in the radio menu or access traffic information in the map menu. With the functions and options, the driver can be navigated to a programmed destination and display parking spaces in the vicinity, or can store the destination in the favourites list.

A particular highlight of the new system is the MMI search, which is available for all basic menus and which accepts free text input like an Internet search engine does. It generally reacts after the input of just a few letters and takes the car's position into consideration. When looking for a restaurant for example, it is sufficient to input its name and the first letter of the city – a list of results then appears, nation-wide and including full addresses. Searching for song titles, albums and radio stations works in the same way.

“Where can I fill up?” – voice control

The voice control system has also been intensively further developed and now understands many phrases from everyday speech. In order to make a phone call, it is sufficient to say “I want to call Peter Miller.” The navigation system also reacts to natural speech (“Where can I fill up?” or “Where is the nearest Italian restaurant?” for example). The new voice control system, which also allows the dictation of text messages, is also available in the radio and media menus.

MMI Navigation plus with MMI touch makes use of the concentrated power of Audi's new modular infotainment platform. Its main processor combines two main levels – the radio car control unit and the MMX board (MMX= Multi-Media eXtension). The board is designed as a plug-in module, so in the development process, Audi can always keep it up to date and bring innovations from the field of consumer electronics into the car without delay.

The second-generation modular infotainment platform, which is used by the new Audi A4, includes a Tegra 30 processor from cooperation partner Nvidia in the MMX board. The quad-core chip from the Tegra 3 series, which operates in conjunction with special 3D graphics software, processes all of the online, media, voice-control, navigation and telephone functions. With a clock rate of more than one gigahertz and a powerful graphics card, it can carry out eight billion calculations per second.

Innovation in the segment: the head-up display

As an option, Audi offers a head-up display in the new A4. The system projects relevant information onto the windscreen in the form of easily comprehensible symbols and characters. A TFT monitor with white LED backlighting generates the colour image. Two aspherical mirrors enlarge and reflect it, as well as compensating for distortion caused by the geometry of the windscreen.

The information appears in a window 200 by 80 millimetres in size and appears to hover about two metres in front of the driver. The eyes register it extremely fast as they do not have to adjust to a closer field of vision. Using the MMI, the driver can determine which information the display should show, and can also adjust the height and brightness of the display.

Infotainment and Audi connect

Audi's standard, high-end integrated infotainment system is MMI Navigation plus with MMI touch. It includes 10 gigabytes of flash storage, a DVD drive, Audi connect services for three years, up to five free navigation updates (available at six-month intervals), a further improved voice-control system and an 8.3-inch monitor with a resolution of 1,024 x 480 pixels. MMI Navigation plus operates in close cooperation with many of the assistance and safety systems.

Into the Internet via LTE: Audi connect

The hardware module Audi connect is the ideal supplement to MMI Navigation plus with MMI touch. An LTE/UMTS module provides today's fastest Internet connection with download speeds of up to 100 megabits per second; the integrated Wi-Fi hotspot allows the car's passengers free surfing, streaming and mailing with up to eight mobile devices. For the driver, it includes the tailored online services of Audi connect.

Audi connect offers a broad spectrum of features ranging from navigation with Google Earth and Google Street View. All of these processes were especially designed for use in the car.

As a supplement to the infotainment program, Audi offers additional components including a digital tuner with DAB+ for radio and TV.

A new experience: the B&O Sound System with 3D sound

The new Audi A4 sets entirely new standards for high fidelity audio in the mid-size range. The optional Bang & Olufsen 3D Advanced Sound System offers a fascinating innovation – a sound that includes the spatial dimension of height. It utilises four additional loudspeakers, two each in the dashboard and the A-pillars. The 3D sound allows an audio experience that is completely new in a car: The music conveys a genuine concert-hall feeling.

The new technology is based on an algorithm that Audi developed itself together with the Fraunhofer Institute for Integrated Circuits in Erlangen. The program uses the information from stereo or 5.1 recordings to calculate the third dimension and processes it for the additional loudspeakers.

The heart of the Bang & Olufsen Sound System with 3D sound is a 755-watt 16channel amplifier that feeds 19 loudspeakers. The speaker covers feature a new design with long aluminium strips harmonising with the lines of the A4 interior. White fibre optics illuminate the base drivers in the front doors.

Highly flexible: the Audi tablet as rear seat entertainment

The new Audi A4 will frequently be used as a family car, which means that another innovation will be available as rear seat entertainment and as an in-car entertainment system: the Audi tablet. The device has a high-resolution 10.1-inch display (1,920 x 1,200 pixels) and connects with MMI Navigation plus via Wi-Fi, allowing access to the menus of the radio, media, navigation and car functions. For example, the rear-seat passengers can send a planned route to the driver, or the driver can start a radio or media program for them. Sound output is through the car's sound system or through headphones.

The Audi tablet uses the Android operating system and supports NFC technology (near-field communication) for easy connection with NFC-compatible Bluetooth headphones. The technical heart of the tablet is the

extremely powerful Tegra 40 processor from NVIDIA. The 32-gigabyte internal memory can be extended with micro-SD cards.

A click on the 'Apps' button in the start menu opens the Android environment – with access to a multitude of apps and games, films and music, e-books and office applications.

The integrated full-HD camera can be used for video calls. At the end of a journey, the occupants can take the Audi tablet out of the car with them and can use it offline or in a Wi-Fi network.

The Audi tablet and its battery are designed for use in the car. They cope easily with high or very low temperatures, and the swivelling holder on the back of the front seat fulfils the requirements of crash safety. The frame is machined from solid aluminium – it epitomises the premium character of the Audi tablet, which is available as a single unit or in a set of two.

Fully integrated: the Audi smartphone interface

Another function is the Audi smartphone interface – it brings Apple Car Play and Android Auto on board. When the customer plugs an iOS or Android smartphone into the USB port (iOS 7.1 and up, Android 5.0 Lollipop and up), smartphone contents such as navigation, telephone, music and selected third-party apps can be accessed in a separate MMI menu. The contents can be easily used via MMI or voice control.

Both applications are specially designed for use in the car. The core of the offering is online music with access to the enormous range of Google Play Music and iTunes. Apple Car Play and Android Auto can be operated via the multifunction steering wheel, voice control or the rotary controller. The offering can be expanded even more further through third party apps such as Pandora and Spotify.

Engines

At market launch, the new Audi A4 will be available with a choice of three TFSI and one TDI engine delivering maximum power of between 110kW and 185kW. Compared with the previous model, their fuel consumption has been reduced by up to 15 percent, while their power output has increased by up to 12 percent. All engines comply with the Euro 6 emission limits, and the TDI models have a 24-litre tank for the required AdBlue additive.

The standard, start-stop system has also been further improved and comes with new features to reduce fuel consumption further: When the driver stops at a red light, the engine can already be deactivated below 7 kilometres an hour.

The entry-level petrol engine is the 1.4 TFSI. The compact four-cylinder with displacement of 1,395cc, has a maximum output of 110kW and torque of 250Nm between 1,500 and 3,500rpm. In combination with the seven-speed S tronic transmission, it accelerates the A4 Sedan from 0 to 100km/h in just 8.9 seconds and on to a top speed of 210km/h.

In the NEDC (New European Driving Cycle), the 1.4 TFSI with S tronic consumes only 5.5 litres per 100 kilometres in the A4 Sedan, resulting in CO₂ emissions of 126 grams per kilometre.

With its aluminium crankcase, the new four-cylinder engine weighs just over 100 kilograms, despite its highly complex technology package. The valve-drive module in the cylinder head is designed to be light and rigid. Below it, the exhaust manifold is integrated into the cylinder head – a key element of efficient thermal management. Like the crankcase, the cylinder head has its own cooling circuit. The entire crankshaft drive has a very low mass and frictional losses.

The turbocharger and its peripherals are optimised in all details to build up boost pressure rapidly. With the mixed-flow turbine wheel, the moment of inertia is low, the electrically operated wastegate works extremely precisely and intercooler integrated into the intake manifold results in short distances for the gas mixture to travel. The common rail system develops an injection pressure of up to 200 bar; the toothed belt for valve timing and auxiliary drive is designed to last for the engine's lifetime.

High-tech power pack: the 2.0 TFSI

The 2.0 TFSI with a displacement of 1,984cc is available in two versions for the Audi A4. Its technical refinements are the exhaust manifold integrated into the cylinder head, the rotary-valve model for thermal management, the Audi valve-lift system (AVS) for the outlet valves, the electric wastegate of the turbocharger and the dual fuel injection. In partial load, indirect injection in the inlet manifold supplements the FSI direct injection.

In the high-end version, the 2.0 TFSI delivers 185kW and torque of 370Nm between 1,600 and 4,500rpm. This allows sporty driving: The new A4 with quattro drive and seven-speed S tronic sprint from 0 to 100km/h in 5.8 seconds and has an electronically limited top speed of 250km/h.

The second version of the 2.0 TFSI, the high-efficiency petrol model, delivers 140kW and torque of 320Nm between 1,450 and 4,200rpm. This also results in very agile performance: 7.3 seconds from 0 to 100km/h and a top speed of 240km/h. NEDC fuel consumption is excellent: consuming 5.3 litres per 100 kilometres, equivalent to 119 grams of CO₂ per kilometre.

Revolutionary combustion method

These results are based on a new strategy – Audi continues to develop its successful engine downsizing into rightsizing. The pioneering efficiency of the 2.0 TFSI is the result of an innovative combustion method whereby the comparatively large engine displacement is not a handicap, but a prerequisite. With a moderate driving style, customers of new Audi A4 experience the economical advantages of a small engine, but do not feel its disadvantages when driving in a more sporty manner.

The new combustion method with shorter compression and longer expansion phases as well as increased compression is designed especially for partial load, by far the most common mode of operation.

The intake valves close much earlier than usual; in connection with increased pressure in the intake manifold, this reduces throttling losses during aspiration.

Due to the shortened compression phase, the compression ratio was successfully increased from 9.6:1 to 11.7:1. This means that in the compression phase, the engine only has to compress as much gas as a 1.4 TFSI. Also in the expansion phase, in which it fully utilises its two litres of displacement, it profits from the high compression ratio; the resulting higher level of pressure during combustion further increases the engine's efficiency.

In order for the fuel-air mixture to swirl sufficiently despite the short intake time, the combustion chambers, piston recesses, intake ducts and turbocharging of the new 2.0 TFSI are specially adapted to the new combustion method. Under higher loads, the Audi valvelift system opens the

intake valves later, resulting in a higher charge, which ensures good power and torque delivery. Injection pressure has been increased to 250 bar.

The 2.0 TDI

As with the TFSI engines, Audi offers the 1,968cc four-cylinder TDI engine in a high-output version. It delivers 140kW and torque of 400Nm between 1,750 and 3,000rpm.

The 2.0 TDI features several sophisticated technical solutions – with separate cooling circuits, two balancing shafts in the crankcase, a cylinder-pressure sensor, substantially reduced inner friction and a common-rail fuel injection system with a maximum pressure of 2,000 bar. Emissions stay low thanks to high- and low-pressure exhaust-gas recirculation and multi-stage exhaust-gas after treatment including an SCR system (selective catalytic reduction).

The new A4 2.0 TDI with seven-speed S tronic and quattro all-wheel-drive has NEDC fuel consumption of 4.6 litres per 100 kilometres and CO₂ emissions of 121 grams per kilometre.

The powerful drivetrain also delivers impressive performance: acceleration from 0 to 100km/h in 7.2 seconds, with a top speed of 235km/h.

Transmissions

S tronic, paired with front-wheel or quattro drive – these are the solutions for power transmission in the new A4. Tailored technology is available for each engine.

Audi's new seven-speed S tronic is standard for all engines in the new A4. The dual-clutch transmission, which replaces the continuously variable multitronic transmission, features excellent efficiency. The most important improvements are a further reduction in friction, the low weight, highly efficient oil lines and a centrifugal pendulum-type absorber on the dual-mass flywheel which allows very low idling speeds.

The two compact multi-disc clutches of the new seven-speed S tronic are arranged axially behind each other instead of – as with the predecessor – radially above each other, which reduces drag torque. They operate two separate sub-transmissions, which are constructed like manual transmissions. They are permanently active but only one of them is

connected to the engine. Gear shifts take place within a few hundredths of a second by means of clutch operations, and with virtually no interruption of traction. With the quattro transmissions, power is transmitted from the drive shaft through a spur-gear stage to the front-axle differential.

In these state-of-the-art automatic transmissions, the lower gears have sporty low ratios and high ratios for the upper gears to reduce engine speed and fuel consumption. The S tronic is integrated into the engine's thermal management and designed for start-stop operation. The driver can select between modes D, S and E and can manually shift gears at any time with the selector lever or with the standard shift paddles on the steering wheel. All the driver's inputs are transmitted to the transmission electrically ('by wire'), a quick tap on the selector lever triggers the shift command.

The new cruise control includes an impressive efficiency function: When the driver lifts his or her foot from the accelerator pedal in mode D or E, the transmission shifts to freewheeling whenever that would result in fuel savings. This coasting mode is possible between 55 and 160km/h. The function can anticipate even more effectively when a car has the optional systems predictive efficiency assist and Stop&Go adaptive cruise control including traffic-jam assist.

Dynamics, traction, safety: quattro permanent all-wheel drive

Audi's quattro all-wheel drive is the ultimate in terms of dynamics, traction, safety and straight-line reliability. It is a purely mechanical system and therefore operates without any delay. In normal operation, its self-locking central differential, which is designed as a planetary gear train, transfers 60 percent of the engine's torque to the rear axle and 40 percent to the front. Depending on the situation, up to 70 percent of the torque can be transferred to the front and up to 85 percent to the rear. These high limits allow a clearly defined torque distribution and extremely precise interaction with the control systems.

The further developed wheel-selective torque control is a drivetrain 'partner' and is now active on all road surfaces. During dynamic cornering, the software function slightly brakes the front wheel on the inner side of the curve (with front-wheel drive) or both inner wheels (with quattro drive) before wheelspin occurs. This also takes place when the driver is not pressing the accelerator. Due to the different forces, the car turns slightly into the

curve; the roll-steer effect remains neutral for longer and the car's handling is more precise, agile and stable.

Driving dynamics

Strong driving dynamics are an important feature of the Audi A4. Within its segment, both sporty driving pleasure and comfort are key factors with regard to suspension tuning. An A4 is designed to be fun to drive on winding roads as well as being an ideal automobile with its excellent ride comfort for long distances.

These properties are based not least on the precise electromechanical steering and the newly developed five-link front and rear axles. An additional advantage is that driving dynamics can be adjusted to each situation. Audi drive select influences the mapping of the power steering and accelerator pedal as well as the optional variable suspension. This makes the A4 highly confident on highways and agile on winding country roads.

Audi's decision to install variable shock absorbers makes the car more distinctive in terms of ride comfort as well. For the first time, the driver can select between two suspension options. One of them is tuned for a more sporty and dynamic driving style, while the other has its emphasis more on comfort.

Suspension

The new A4 blends great talents: dynamic handling and a comfortable ride approaching the level of the next higher automobile category. The Audi engineers developed a new suspension system for this model series with a focus on systematic lightweight construction and precise responses.

A further enhanced five-link front axle is used, the principle of which allows optimal absorption of longitudinal or lateral forces. The mounts are designed to be stiff and sporty in the lateral direction but smooth and soft in the longitudinal direction. Vibrations are consistently eliminated with the use of a hydromount, which ensures excellent comfort along with a high degree of agility.

In order to achieve optimal stiffness, the upper links are integrated directly into the bodywork, unlike on the previous model. All axle links, the pivot bearing and the damper stilts are made of forged aluminium.

The lightweight concept is completed with the use of monotube dampers and high-strength, thin-wall tubular stabiliser bars and segmented wheel hubs. Compared with the previous model, the weight of the front axle has been reduced by six kilograms.

The lower link level is attached with newly designed rubber mounts to a hybrid subframe made of high-strength and aluminium. The stiff installation of the subframe in the front of the body minimises vibrations and provides the foundation for optimal agility.

3.5 kilograms lighter: the electromechanical power steering

Audi also decided on all-new electromechanical power steering, saving 3.5 kilograms compared with the previous model. It consumes very little energy and has a direct, sporty ratio of 15.9:1. Power assistance is based on the car's current speed. The steering provides very exact feedback from the road, responds spontaneously and is very precise.

The new electromechanical power steering is functionally connected with some of the new driver assistance systems such as the Stop&Go adaptive cruise control including traffic-jam assist.

Dynamic steering is available as an option. Through the use of superimposed gearing, its ratio varies by up to 100 percent, depending on the car's speed and the mode selected in the Audi drive select driving dynamics system. Vehicle stabilisation is supported by lightning-fast steering impulses, further enhancing stability and safety.

In the rear of the new Audi A4, a five-link axle replaces the trapezoidal-link axles of the previous model. By means of an intelligent combination of materials, the weight of the axle components has been reduced by another five kilograms.

Low unsprung mass provides a sporty driving experience, and together with the new damper and elastomer tuning, it allows a smooth ride, excellent body control and improved wheel damping and control. For the first time, monotube shock absorbers have been used, resulting in a further weight reduction.

The axle is insulated from the body with hydraulically damped axle mounts. This reduces the shocks from the road surface significantly while maintaining lateral guidance. Additional measures for the reduction of fuel consumption are friction-optimised wheel bearings and aero-deflectors that reduce roll and wind resistance.

Central suspension control unit – the electronic suspension platform

A central suspension control system has been applied to achieve ideal interaction between the various driving dynamics systems. This highly integrated control device was specially developed for the new A4. It processes all the information relevant for driving dynamics, from which it calculates the driving situation and the current road surface frictional coefficient. This information allows optimal control of the system for highly precise, dynamic handling and maximum ride comfort.

Broad spectrum: suspension with adjustable shock absorbers

As an alternative to the standard tuning with highly sensitive monotube shock absorbers, Audi has equipped the new A4 with two suspension systems that utilise variable damping; one focuses on comfort and the other on sporty driving. Sensors measure the movement of all four wheels as well as longitudinal and transverse acceleration. The shock absorbers are then adjusted to the road-surface conditions and driving situation accordingly. This results in enhanced driving dynamics with even more comfort. In addition, the driver can choose the basic suspension setting by pressing a button in Audi drive select, so that the desired characteristics are always available.

This is made possible with newly developed CDC (continuous damping control) shock absorbers with electromagnetically controlled valves in their pistons. They allow hydraulic fluid to flow faster or more slowly as required. A new operating concept makes them very energy efficient. The central suspension control unit processes all sensor signals within milliseconds and controls each shock absorber individually. Together with the wide range of the damper valves, this ensures a wide spectrum between a soft rise and firm handling.

When suspension with variable shock absorbers is installed, the car body is 10 millimetres lower than with a normal suspension in the comfort setting and 23 millimetres lower in the sport setting.

Like the suspension with variable shock absorbers, dynamic steering belong to the optional components for the new A4 family whose control is included in the Audi drive select system. In the basic configuration, the driver can use this system to regulate the behaviour of accelerator pedal, automatic transmission, steering, cruise control or adaptive cruise control (ACC) and automatic air-conditioning in various modes, named Comfort, Auto, Dynamic and Efficiency. In connection with a navigation system, there is also the mode Individual, with which the driver can adjust each system as desired.

Standard equipment for the new A4 includes 18-inch cast aluminium alloy wheels. Audi and quattro GmbH offer optional wheels ranging up to 19-inch cast aluminium flow-forming wheels.

All the wheels Audi offers for the A4 are extremely light and their low unsprung mass contributes to the sporty driving experience. All tyres have optimised roll resistance. A space-saving spare wheel is standard.

A wide range of brakes are fitted on the various models. The A4 models with 110kW and 140kW engines have brake discs with floating calipers. The models with the most powerful engines and 17-inch wheels have brake discs with especially light fixed aluminium calipers. The new brakes are approximately five kilograms lighter than those of the previous models.

The front axles are fitted with internally ventilated brake discs of up to 338 millimetres in diameter. The electromechanical parking brake is integrated into the rear axle and features new holding and starting functions. Many aspects of the Electronic Stabilisation Control (ESC) have been further developed; it now operates with even more precision and sensitiveness than on the previous model. In the dynamic mode, engine intervention is largely deactivated and brake intervention is slightly reduced.

Exterior design

The length of the Sedan version of the new A4 is 4,726 millimetres, which is 25 millimetres longer than the previous model. Its width has grown by 16 millimetres to 1,842 millimetres and its height is unchanged at 1,427 millimetres – the lowest in the premium segment. Its wheelbase has grown by 12 millimetres to 2,820 millimetres.

Audi's designers have given the A4 Sedan a striking appearance with balanced and harmonious proportions. With a shape that is both contemporary and elegantly sporty, the brand with the Four Rings has once again designed an impressive automobile.

At the front, horizontal lines and the wrap-around hood emphasise the car's width; the dominating element is a broader and lower Singleframe grille with a prominently contoured lattice structure.

Unmistakable graphics: the headlights

The headlights ensure unmistakable lighting graphics with their serrated lower edges. Fibre optics form two sharp angles for the daytime running lights and – at their upper edges – the turn indicators. Audi offers LED headlights as well as matrix LED headlights. The low beam resembles an eye; its eleven light diodes require only 20 watts of power. The turn indicators and all-weather lights are positioned below.

The full beam of the matrix LED headlights is produced by twelve LEDs with three reflectors. The camera on the interior mirror provides the data, and the control unit switches them on and off individually as required or dims them in 64 stages. In this way, the matrix LED headlights distribute light in several million possible combinations. No matter how they are set, they illuminate the road with a light quality similar to daylight, but without blinding other road users. Light is directed at those signs with reduced intensity to ensure that the driver is not blinded by the strong reflections of road signs.

The bend lighting of the matrix LED headlights is created by shifting the light's main focus. It comes into action before the steering wheel is turned thanks to the predictive route data. The dynamic indicators use a series of light diodes switched sequentially from inside to outside in the direction of turn, clearly signalling the car's direction to other road users.

Elegant and contemporary

Elegant, logical and harmonious – the flowing lines along the sides of the new Audi A4 give it a sporty, elongated appearance. The bonnet wraps around the upper edges of the fenders and features four pronounced contours. The shoulder line starts at the corners of the headlights and then curves to and wraps around the rear. Along the sides, its undercut creates an intensive interplay of light and shadow.

The dynamic line flows gently upward above the door sills, and the wheel wells have a pronounced flare. The body below the lower window line is about twice as high as from the window line to the roof – typical for Audi. The low roof line curves quickly downwards.

The Sedan's boot lid ends in a clearly defined edge. The exhaust system leads into a diffuser, single or double, depending on the engine. It terminates in a single tailpipe, a double tailpipe (140kW 2.0 TDI) or two separate tailpipes (140kW and 185kW TFSI), which have chromed end pieces.

Like the headlights, the rear lights also feature multi-faceted 3D design. With the sharp recesses in the inner corners, their contours are a continuation of the body design. Each unit has 48 LEDs. The brake lights are placed in the outer lower part of the lights; the dynamic brake light constitutes a strip along the upper edge. The two rear lights are connected with a narrow trim element illuminated by the taillights.

15 colours: the paintwork

The new Audi A4 model is available in 15 colours. The two solid paint finishes are brilliant black and ibis white. The metallic and pearl-effect paint finishes are Argus brown, cuvée silver, floret silver, Daytona grey (for the S line sport package), glacier white, Gotland green, Manhattan grey, matador red, moonlight blue, scuba blue, monsoon grey, mythos black and tango red.

The body

Despite the increased dimensions, the Audi A4 weighs up to 65 kilograms less than the previous models. With this lightweight construction, the body is one of the lightest in its class. It is 15 kilograms lighter than its predecessor, thanks to geometrical lightweight construction and an intelligent combination of materials.

The module cross member under the dashboard is made of extruded and sheet aluminium, while the front cross member is an extruded profile. The deep drawing of the tailgate in the press takes place with a device known as an intelligent tool: Laser sensors measure how the sheet metal behaves during the process; if necessary, electrically operated drawing aids make small adjustments to the press. This results in even higher precision in the magnitude of thousandths of millimetres.

The mounts for the front MacPherson struts are highly integrated aluminium castings. Compared with components made of sheet steel, which are welded together out of several parts, they reduce weight by a total of eight kilograms. This construction allows a very stiff connection between the upper ends of the struts and the car body, thus ensuring optimal conditions for driving dynamics.

In the new Audi A4, the hot-stamped components form the high-strength, crash-proof backbone of the passenger compartment. They strengthen the transition from the front of the car to the interior, the frontal area of the roof frame, the B-pillars, the door sills and parts of the floor. They constitute 17 percent of the body structure.

Peace and quiet on board: Audi sets the benchmark

With its excellent torsional rigidity, the body of the A4 lays the foundations for highly precise handling and quiet in the car; the new A4 model surpasses its competitors in this respect. Switchable engine mounts ensure exemplary

comfort when the engine is idling. The sealing concept for doors and tailgate is highly complex and an acoustic windscreen is standard equipment. As an option, Audi supplies acoustic glass for the front doors and tinted privacy glass is available for the rear doors.

The new Audi A4 scores top marks also for passive safety. In the interior, the adaptive occupant restraint system for the front seats offers outstanding protection. It adjusts the effect of the front airbags and the seat-belt force limiter to the sitting position of the driver and front-seat passenger and to the type of frontal collision.

Even more everyday practicality: luggage-compartment mat and load-securing kit

If desired, Audi supplies further practical features. They include a variably foldable luggage-compartment mat for dividing up and protecting the loading space. A storage and luggage-compartment package with nets is standard. The new Audi A4 is approved for towing trailers of up to 1,900 kilograms under specified conditions.

Remote-control keys and a start-stop button for keyless engine starting are standard equipment on the new A4. The convenience key for keyless entry and ignition is an optional extra on the 1.4 TFSI, but standard on all other models.

A bestseller for more than 40 years

The A4 family and its predecessor the Audi 80 have been technological innovators and true winners for many decades. The brand with the Four Rings already set new standards for lightweight construction, performance and agility with the first Audi 80 in the year 1972.

Four generations of the Audi 80 were produced until 1994/95, when it was succeeded by the Audi A4. The five-millionth A4 rolled off the assembly line in March 2011 and another production jubilee was celebrated in the autumn of the same year: the 10-millionth car in the B segment since 1972.

Audi has produced the A4 model family at the company's main site in Ingolstadt since 1994 and at the plant in Neckarsulm since 2007.

The brand's longstanding bestsellers have always played a major role at Audi, and not only in terms of unit sales. During the 43 years to date, they

have showcased great innovations. Audi's 'Vorsprung durch Technik' has been demonstrated time and again, for example with quattro drive with self-locking centre differential, the fully galvanised bodywork, S tronic and the sport differential.

The A4 and its predecessor models have also enjoyed great success in motorsport. The series has produced legendary rally cars – the Audi Rallye quattro and the Audi Sport quattro – as well as superior track racing cars such as the Audi 90 IMSA-GTO, the A4 quattro Supertouring and the A4 DTM.