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Compact top athlete: Audi RS 3 Sedan

At a glance	2
Full version	4
Engine	4
Drivetrain.....	6
Body	8
Exterior design	9
Interior	10
Controls and displays	11
Infotainment and Audi connect	12

The drivetrains, equipment and features outlined in this material differ from model-to-model. This information should be read in conjunction with the latest Audi customer specification guide, for clarity on exactly which drivetrains, features and equipment are either, standard, optional and/or available in the Australian market.

At a glance

Compact top athlete: Audi RS 3 Sedan

Engine

- Newly developed 2.5 TFSI with aluminium crankcase, dual injection (intake manifold and direct injection)
- 294kW, 480Nm of torque between 1700 and 5850rpm
- 24kW more output than its predecessor, 26 kilograms lighter
- 4.1 seconds from 0 to 100km/h
- Maximum speed of 250km/h, optionally 280km/h
- Fuel consumption: 8.4 litres per 100 kilometres
- Striking five-cylinder sound

Drivetrain

- Seven-speed S tronic with gearshift paddles and Launch Control as standard
- quattro drive with an electro-hydraulically actuated and electronically controlled multi-plate clutch, variable drive torque distribution
- High degree of stability and dynamic handling thanks to highly precise control

Suspension

- Body is 25 millimetres lower than the base model
- Audi drive select dynamic handling system with four modes, optionally available RS sport suspension plus with adaptive damper control
- Specially tuned progressive steering, McPherson front axle, four-link rear axle
- 19-inch wheels with 235/35 tyres, 255/30 tires are optionally available at front
- Internally ventilated, perforated steel discs and red eight-piston brake caliper with RS logo at front, optional carbon ceramic discs at front
- Electronic stabilisation control ESC with sport mode, deactivation function and wheel-selective torque control

Exterior

- Singleframe with quattro logo and honeycomb grill, striking blade on the front, large air inlets, flared wheel arches, rear spoiler lip, diffuser insert, RS exhaust system with large oval tailpipes

- Track 20 millimetres wider at the front compared to the A3
- RS 3 Sedan track width at rear 14 millimetres wider
- LED headlights standard, optional Matrix LED technology
- Kerb weight (without driver): RS 3 Sedan 1515 kilograms

Interior and controls

- RS-embossed sport seats, featuring contrast stitching in grey or red
- RS sport seats with integrated head restraints, diamond quilting and coloured perforation
- Decorative inlays in titanium grey with 3D glass look, optionally available in carbonfibre and aluminium Race design light
- MMI monitor with 7-inch screen diagonal as standard, MMI with intuitive operating logic
- Free text search and natural language voice control
- Optionally available Audi virtual cockpit with high-resolution 12.3-inch display, three display modes, including an RS screen with large rev counter

Infotainment

- Second-generation modular infotainment platform
- Navigation systems including LTE module for fast online connection and Wi-Fi hotspot for surfing and streaming on mobile end devices
- Audi smartphone interface for Android and iOS
- Optional Audi phone box light for wireless charging
- Optional Bang & Olufsen Sound System

Driver assistance systems

- Numerous assistance systems ensure safety and comfort

Full version

Fascinating driving pleasure – Audi RS 3 Sedan

With its high-tech suspension, the new five-cylinder engine and a sharper look the Audi RS 3 Sedan is at the top of their class. RS-specific details in the interior and the unmatched sound of the 2.5 TFSI engine complete the emotional driving experience.

Five-cylinder engines are a great tradition at Audi. In the 1980s they made a decisive contribution to furthering the success of the brand both in motor sports and on the road. After a break of many years, they made a comeback in 2009 when the 2.5 TFSI was fitted in the Audi TT RS. In 2011, the first generation of the RS 3 Sportback followed, in 2013 the RS Q3 and in 2015 the second edition of the RS 3 Sportback.

The new RS 3 Sedan is the first compact Audi Sedan to bear the RS label as well as being the first to feature a transversely-mounted five-cylinder engine. The pioneer of this design was the Audi A3 clubsport quattro concept study from 2014.

“The five-cylinder engine is a legendary element of our company’s DNA,” says Stephan Winkelmann, Managing Director of Audi Sport GmbH.

“Now, with 294kW, it will take up pole position worldwide and offer our customers an attractive entry into the RS world.”

Engine

Since 2010, the 2.5 TFSI has been voted “International Engine of the Year” in its class for seven consecutive years. Now, Audi presents a new version of the successful power unit. The turbo engine which drives the new RS 3 Sedan is the most powerful series-production five-cylinder engine on the world market.

Increased performance: 24kW more power

An output of 294kW corresponds to an increase of 24kW. With the displacement of 2480cm³ remaining unchanged. Its maximum torque of 480Nm is available at engine speeds as low as 1700rpm and remains constant up to 5850rpm. The five-cylinder engine thus catapults the RS 3

Sedan to the top of its class: accelerating from zero to 100km/h in 4.1 seconds. On request, Audi can increase the electronically limited top speed from 250km/h to 280km/h.

Weight reduction: 26 kilograms lighter

The new five-cylinder engine is 26 kilograms lighter than its predecessor which is of considerable advantage to the RS 3 Sedan with regard to the axle load distribution and gross weight. The curb weight (without driver) of the RS 3 Sedan is 1515 kilograms.

Elaborate measures on the 2.5 TFSI reduce internal friction while at the same time increasing power output. Its crankcase was changed from compacted graphite iron to aluminium. The cylinder barrels are plasma-coated; the crankshaft main bearings are six millimetres smaller in diameter. The crankshaft is hollow bored and is therefore 1kg lighter, while the aluminium pistons have integrated channels for oil cooling. In the short warm-up phase after a cold start, the switchable water pump does not circulate the coolant in the cylinder head – the 2.5 TFSI engine thus reaches its operating temperature more quickly. This lowers the coefficient of friction and reduces fuel consumption. The start-stop and recuperation systems also contribute towards improving efficiency. In the ADR cycle, the RS 3 Sedan consumes 8.4 litres of fuel per 100km.

Optimum power delivery: dual injection system

The gas exchange of the five-cylinder engine is designed for high throughput. The large turbocharger presses the intake air into the combustion chambers with up to 1.35 bar. The intercooler with its 80 percent efficiency reduces the temperature in order to achieve the highest possible oxygen concentration. Intake and exhaust camshafts can be adjusted as required. On the exhaust side, the Audi valvelift system (AVS) changes the valve opening duration in two stages depending on the load and engine speed – for moderate consumption at low and partial load, as well as for a spontaneous throttle response and high tractive power at full load. For a better mixture formation, the new 2.5 TFSI engine works with a dual injection system. It provides the option of injecting fuel into the intake manifold as well as directly into the combustion chamber. The duration and type of injection can be variably optimised for each engine operating point.

Unique: the sound of the five-cylinder engine

The 2.5 TFSI has a firing interval of 144 degrees. Because of the 1-2-4-5-3 ignition sequence, ignition alternates between directly adjacent cylinders and those further apart from one another. This brings with it a very special rhythm. The basic tone is accompanied by characteristic harmonic frequencies. The engine control unit also contributes indirectly to the unmistakable sound. At high load, the flaps in the exhaust system open for an even fuller sound. Using Audi drive select, the driver can control the opening and closing of the flaps individually – the RS sport exhaust system with black tailpipe trims is standard in Australia. It sharpens the characteristic five-cylinder sound further.

Drivetrain

The seven-speed S tronic is standard on the RS 3 Sedan. The lower gears of the compact dual-clutch transmission are dynamically short while the seventh gear has a long ratio to reduce fuel consumption. A heat exchanger controls the temperature of the transmission oil while a new angle drive at the prop shaft saves two kilograms.

The driver can let the seven-speed S tronic operate automatically or can change gear themselves using the selector lever or the steering wheel paddles. There is also a choice of two driving programs in automatic mode. In D mode, the engine is optimised for everyday traffic. In S mode, the engine is designed for more agility and the revs are higher. Gears are shifted almost imperceptibly within hundredths of a second. The Launch Control starts with optimum traction. With its help, the RS 3 taps into the full potential of its acceleration. Prerequisite: the ESC sport mode must be active and the selector lever in the S position.

Variable power distribution: the quattro drive

The quattro permanent all-wheel drive combines gripping dynamism with considerable stability. Its central component is the electronically controlled, hydraulically activated multi-plate clutch, which is mounted at the rear axle for reasons of axle load distribution. The multi-plate clutch uses software that is tailored specifically to the RS 3. It distributes the drive torque extremely quickly to the front and rear axle as required. Depending on the driving style and coefficient of friction, between 50 and 100 percent of the available drive force can be sent to the rear axle. An electrically driven pump presses the plates in the clutch together with a maximum oil pressure of 40 bar. As soon as the grip on the road is reduced or the driver adopts a more

sporty driving style, the clutch can direct some of the drive force to the rear axle when turning into the corner.

Tuned specifically to the RS: the stabilisation control with two modes
The developers have applied RS-specific tuning to the Electronic Stabilisation Control (ESC) and the anti-slip control. In addition to the full mode, there is also a sport mode in which the ESC intervenes later. This mode provides additional driving pleasure, and also enables controlled drifting on low-friction road surfaces. If the driver pushes the button for longer than three seconds, the ESC switches off completely to allow particularly sporty handling.

The handling of the RS 3 is perfected by the wheel-selective torque control – an intelligent software function of the Electronic Stabilisation Control (ESC). When cornering at higher speeds it slightly brakes the wheels on the inside of the curve which are under less load. Both wheels of the axle can then transmit greater drive torque to the road.

Suspension

The multi-plate clutch management is integrated into the Audi drive select dynamic handling system. It allows the driver to choose between the comfort, auto, dynamic and individual modes. In the dynamic mode and in the sport mode of the Electronic Stabilisation Control (ESC), drive forces are transferred to the rear axle earlier and in greater proportion. This provides the Audi RS 3 Sedan with particularly agile and direct cornering characteristics.

In addition to the quattro drive, Audi drive select affects the operation of the accelerator pedal, S tronic, steering assistance and the exhaust flaps. Furthermore, it includes the RS sport suspension plus with adaptive damper control (Audi magnetic ride). In conjunction with Audi drive select, it uses a special hydrocarbon oil with microscopic magnetic particles and a magnetic field to vary damping in the stages auto, comfort and dynamic. In the dynamic mode, the system enables a more spontaneous steering response and more agile handling. The wheels are precisely braced during cornering and body roll is largely suppressed. Audi magnetic ride counters body pitch during braking.

Impressive dynamism: four-link rear axle and progressive steering

The chassis of the RS 3 Sedan is the perfect partner for its powerful drive systems. A complex four-link construction is used on the rear axle. From a stable central position, this compact athlete corners spontaneously and follows through with superior precision. The progressive steering, tuned specifically to the RS, adapts its assistance according to the vehicle's speed and can be adjusted using Audi drive select.

The steering rack is designed so that the steering ratio becomes increasingly more direct when cornering. As a result, little steering effort is required to steer the RS 3 quickly through curves. At the same time, the electromechanical progressive steering provides the driver with precise road feedback at all times.

The setup of the springs and dampers is decidedly stiff and the body is 25 millimetres lower than on the base model. 19-inch cast wheels are standard, with the standard tyre size 235/35. As an option, Audi can fit 255/30 tyres on the front axle.

Mounted behind the large wheels are powerful brakes. The internally ventilated, perforated steel discs on the front axle are 370 millimetres in diameter. Stainless steel pins join the friction rings to the aluminium brake disc pots to dissipate heat quickly. The eight-piston brake calipers with RS logos are painted in red. As an alternative on the front axle, Audi can supply carbon ceramic brake discs with grey calipers. At the rear axle there are brake discs with a diameter of 310 millimetres and floating brake calipers.

Body

The body of the RS 3 Sedan is extremely rigid, impact-resistant, quiet on the road and light. An acoustic windshield comes as standard. Further measures reduce interior noise even at high speeds, such as wheel housing shells made of non-woven material.

The insulation used behind the pillar trim, behind the instrument panel and in the luggage compartment is made of the same light material. The curb weight (without driver) of the RS 3 Sedan is 1515 kilograms.

The backbone of the occupant cell is formed using hot-stamped steels. Before shaping, they are heated to nearly 1000 degrees Celsius in an oven

and are then cooled to about 200 degrees in a water-cooled stamping press. This extreme drop in temperature gives them a high degree of tensile strength. Hot-stamped steels have relatively thin walls, and this therefore makes them particularly lightweight. They are used in the transition from the front of the vehicle to the occupant cell, in the A-pillars, the B-pillars, roof arch, centre tunnel, side sills and floor panels. The proportion of these parts in the body is 26 percent.

High-strength and ultra-high-strength steel grades are used in the side members and in the floor of the passenger cell. The bonnet is made of aluminium. It weighs seven kilograms less than the same component made of steel. An aluminium profile behind the front apron serves as a crash absorber, thereby reducing the weight by 1.5 kilos. The weight reduction at the front of the vehicle provides for a finely balanced axle load distribution. The result is the sporty and agile handling of the RS 3 Sedan.

Exterior design

The sporty character of the RS 3 Sedan is visible at first glance: the front, sides and rear boast new, striking design details.

The Singleframe is more sculpted than before. Its black gloss, three-dimensional honeycomb grille and the quattro logo on the sloping lower segment accentuate the vehicle's dynamism. A frame with a matte aluminium look further emphasises the grille. The newly designed blade in the bumper is also particularly noticeable. It turns up at the ends, forming narrow, upright funnels at the same height as the side air inlets, which also feature the same honeycomb structure. This makes the front appear wider still. The housing of the exterior mirrors has a matte aluminium look.

The headlights, also sporting a new design, stand out thanks to their jagged lower edge. They form a striking light graphic. LED units are standard and Audi also optionally offers precision-controlled Matrix LED headlights. 15 precisely controllable LEDs on each side shine through three reflectors to generate the high beam. Based on information from the camera mounted on the interior mirror, the control unit switches the LEDs on and off individually and can also dim them in 64 stages, as necessary. As a result, the Matrix LED headlights can produce several million light distribution variations.

The front track width of the RS 3 Sedan is 20 millimetres wider than an A3 equipped with 19-inch tyres, measuring 1559 millimetres. The wheel arches

are flared accordingly. The distance between the rear wheels is 1528 millimetres, which is 14 millimetres more than on the base model.

At the rear, a distinctive diffuser insert is divided by vertically running struts, while the large elliptic tailpipes of the RS exhaust system round it out on either side. An RS-specific spoiler lip on the boot lid improves the break-away of the air flow. An RS 3 emblem on the honeycomb grille of the Singleframe and on the tailgate complement the dynamic appearance.

The RS 3 Sedan is available in eight colours, including the RS-specific tones Nardo grey and Catalunya red metallic. The Audi exclusive program includes numerous individual paint colours. Two optional exterior packages set smart accents on the Singleframe and on the blade. With the matte aluminium styling package, the diffuser insert is differentiated, while in the gloss black styling package it is the spoiler lip on the boot.

Interior

Distinctive lines, clear ergonomics and high-quality craftsmanship – the dark-toned interior of the compact RS 3 Sedan captivates with an atmosphere of cultivated dynamism. It welcomes the driver and passengers with illuminated door sills bearing the RS 3 logos as a standard feature.

Technical materials underline the cool, sporty character whilst soft surfaces provide for noblesse. RS sport seats with sharply contoured side bolsters and integrated head restraints are standard, with the backrests embossed with the RS emblem. Their covers are quilted in a diamond pattern and colour-perforated. In addition to black leather, the RS sport seats are also available in stylish lunar silver, thereby contrasting with the dark interior. The RS badge is also integrated into the steering wheel which has a flattened bottom section. The rim is covered in a combination of leather and Alcantara. As standard, it houses the multifunction buttons for controlling the infotainment system. The selector lever knob with its sporty design also wears the RS logo.

Inlays on the instrument panel and doors complete the atmosphere of sporty elegance. In the 3D-design 'Optic', they are titanium grey as standard. In order to create a glass look, multiple layers of a transparent film are imprinted and then the decorative side is oversprayed with a five-millimetre-thick highly transparent plastic layer. Decorative inlays are

optionally also available in carbonfibre or aluminium Race, with the latter variant sees the integration of a design light on the doors.

The door openers are slender double bars – typical of RS models. The door trim inserts are made of Alcantara while the pedals and footrest are in stainless steel. Many controls as well as elements on the air vents and glove box shine in an aluminium-look finish.

As an option, the RS design package accentuates the air vents with red rings and the black seat belts with a red edge. The velour floor mats then carry an RS logo. Knee pads made of Alcantara and armrests on the doors made of man-made leather – each with red contrast stitching – complement this package.

Controls and displays

The flat hierarchies and intelligently linked context menus make operation of the RS 3 Sedan intuitive and ergonomic. The driver can reach often used functions in only a few steps. The main control element is the round rotary/push-button control on the console of the centre tunnel which also has an additional joystick function that is used for changing between the individual menus. MMI touch means the surface of the rotary/push-button control features a touchpad. Drivers can draw letters or numbers with their finger, swipe and zoom in the map. The intelligent free text search suggests answers after only a few letters have been entered and takes the vehicle's position into account. The natural language voice control complements the convenient operating concept. It understands many questions and commands from everyday spoken language, such as “Where can I refuel?” or “I want to call Peter Smith”. The functions can also be controlled by the standard multifunction buttons on the RS leather sport steering wheel.

Highly-detailed graphics: the Audi virtual cockpit

The Audi virtual cockpit replaces analog circular instruments. The fully digital instrument cluster with its 12.3-inch TFT monitor presents all information using highly detailed graphics. There is a special RS screen in addition to the two standard views.

Here a central rev counter with integrated digital digits for speed dominates the picture. The driver can configure other displays around this, such as torque (in Nm), power (in percent), tyre pressure (in bar) and g-forces. The rev counter also serves as a shift indicator: if the seven-speed S tronic is in

manual mode, green, orange and red segments are activated sequentially as revs increase. Just before the engine reaches the limit, the entire scale flashes red.

Infotainment and Audi connect

The Audi RS 3 Sedan uses the second-generation modular infotainment platform (MIB). Its MMX board has a Tegra 30 processor from joint-venture partner NVIDIA. Together with a special 3D graphics program, the quad-core chip from the Tegra 3 series handles all online, media, voice control, navigation and phone functions. With a clock frequency over one gigahertz and a powerful graphics card, it performs up to eight billion computations per second.

The infotainment offering for the RS 3 Sedan sets the benchmark. MMI navigation plus is standard equipment. It has eight loudspeakers, two SDXC card readers, an AUX connection, a USB interface with charging function, an MP3-capable CD drive as well as a Bluetooth interface for audio streaming and hands-free telephony. It also offers 10GB of flash memory for media storage, a DVD drive and up to five free navigation updates. The top-of-the-range infotainment system works closely with many of the assistance and safety systems.

The integrated Wi-Fi hotspot, via Audi Connect, enables passengers to surf the web using their tablet, smartphone, etc. The MMI navigation also provides access to the voice control system of the smartphone.

Always up-to-date: Audi connect with Audi connect SIM

Customers can take advantage of the online services provided by Audi connect, including navigation with Google Earth and Google Street View.

Fully integrated: Audi music interface and Audi smartphone interface

An MP3 player, USB storage medium or a smartphone can be connected with the MMI using Audi music interface. The screen in the car plays back music stored on the mobile device – sorted as desired according to artists, albums, tracks or genres. The Audi smartphone interface integrates selected apps into the car using Android Auto and Apple CarPlay. This includes, amongst other things, applications for telephony, navigation and streaming services which appear in a separate MMI menu.

Further features: Audi phone box light and Bang & Olufsen Sound System

Attractive supplementary components complete the infotainment line-up. The Audi phone box light charges the mobile phone inductively using the Qi standard. The Bang & Olufsen Sound System fills the interior with 705 watts of music power using 14 loudspeakers. Anodized aluminium elements decorate the bezels of the woofers, while LED light guides emit white light.