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PRESS INFORMATION

The new Audi RS 4 Avant

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The equipment and features outlined in this material may be either standard or available as an option, depending on the 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 standard, optional and/or available in the Australian market.



Condensed information

Return of the RS icon: The new Audi RS 4 Avant

A practical sports car comes of age: Precisely 18 years ago, the first Audi RS 4 Avant was launched. At the 2017 International Motor Show (IAA) in Frankfurt, the fourth generation of the Audi RS 4 Avant (combined fuel consumption in l/100 km: 8.9; combined CO₂ emissions in g/km: 202) made its world debut. This vehicle combines high performance with excellent suitability for everyday use. Its 2.9 TFSI engine with 331kW and 600Nm of torque make it the sporting spearhead of the A4 family. The quattro drivetrain distributes the power of the V6 twin turbo engine across all four wheels.

Motorsport details on the exterior

The designers took inspiration from numerous motorsport details used on the Audi 90 quattro IMSA GTO when designing the Audi RS 4 Avant. The front features solid air intakes with a honeycomb structure typical of an RS and the wide, flat single-frame grille. The Matrix LED headlights have shaded trims. Compared to the Audi A4 Avant, the wheel housings have been widened by 30 millimetres each, and are also emphasised by the quattro blisters. At the rear, the RS-specific diffuser insert, the oval tailpipes of the RS exhaust system and the RS roof spoiler make a bold statement. The unique Nogaro Blue Pearl Effect paint available as an optional extra from Audi exclusive is reminiscent of the first generation from 1999. The new Audi RS 4 Avant comes with 20-inch aluminium alloy wheels available in three designs.

From 0 to 100km/h in 4.1 seconds, RS sports suspension and Audi drive select

In the new Audi RS 4 Avant, the V6 twin turbo engine delivers an output of 331kW. Its maximum torque of 600Nm – 170Nm more than its predecessor – is deployed throughout a wide speed range from 1900 to 5000rpm. This means the Audi RS 4 accelerates from 0 to 100km/h in 4.1 seconds. Its top speed is 250km/h,

The power of the 2.9 TFSI twin turbo is transferred to the quattro permanent all-wheel drive via an eight-speed tiptronic transmission with optimised shift times that is specially tuned to sporty driving. On request, Audi will fit a sports differential on the rear axle. The average fuel consumption is 8.9 litres per 100 kilometres (202 grams CO₂ per kilometre. This represents an efficiency increase of 17 percent over the previous model. The new Audi RS 4 Avant weighs 1790 kilograms, making it 80 kilograms lighter than before.

The RS sports suspension makes the Audi RS 4 Avant seven millimetres lower than the S4 basic model with sports suspension. The RS sports suspension plus with Dynamic Ride Control (DRC), the ceramic brakes and the RS-specific dynamic steering are also available. Drivers can create their own personal driving experience using the Audi drive select dynamic handling system.

Digital racing cockpit and high-quality materials in the interior

The black interior underlines the sporty character of the Audi RS 4 Avant. The RS sports seats with honeycomb stitching, the flat-bottomed RS multifunction sports steering wheel, the shift gate



and the illuminated sill panel strips bear the RS emblem. In the Audi virtual cockpit and in the head-up display, RS-specific displays provide information about G-forces, tyre pressure and temperature, as well as power and torque. The optic packages Gloss Black, Carbon with Aluminium attachments, and Carbon with Black attachments enhance the range of options for the exterior. The Audi exclusive range fulfills practically all other customisation wishes.

In the basic configuration, the luggage compartment of the new Audi RS 4 Avant offers 505 litres of storage space, while 1510 litres of volume is available with the seats folded down. The luggage compartment hatch is electrically driven, and sensor technology for opening and closing the luggage compartment hatch is available.



Facts and figures

The new Audi RS 4 Avant

Exterior design and body

- RS design language inspired by the Audi 90 quattro IMSA GTO
- The quattro blisters emphasise the lines over the wheel housings (30mm wider compared to the Audi A4 Avant)
- Additional air intakes/outlets as design elements at the front and rear, RS roof spoiler
- More sporty single-frame grille: wider and flatter than on the basic model
- [LED headlights](#) and [Matrix LED headlights](#) with RS-specific design (shaded design) with dynamic indicators at the front and rear, three-dimensional LED rear lights
- Total weight lowered by 80 kilograms (compared to predecessor)
- Length: 4781 millimetres (+ 62 millimetres compared to predecessor)
- Wheelbase: 2826 millimetres (+ 13 millimetres compared to predecessor)
- Width: 1866 millimetres (+ 16 millimetres compared to predecessor)
- Height: 1404 millimetres (- 12 millimetres compared to predecessor)

Engine

- Completely re-developed 2.9 TFSI twin turbo with 331kW
- 600Nm of torque (+ 170Nm compared to the predecessor)
- From 0 to 100km/h in 4.1 seconds (- 0.6 seconds compared to the predecessor)
- Top speed of 250km/h, 280km/h on request
- Sporty, direct responsiveness thanks to the positioning of the two turbochargers as an inner V
- Efficiency increase: 17 percent less consumption (compared to the predecessor), thanks, among other things, to the [B-cycle process](#) with central direct injection
- Powerful sound of the V6 TFSI

Power transmission

- [Eight-speed tiptronic](#) specially tuned for sporty, dynamic driving
- [quattro permanent all-wheel drive](#) with self-locking centre differential
- Electronic stabilisation program with three modes and [wheel-selective torque control](#)
- quattro with [sport differential](#)



Suspension

- Five-link design on the front and rear axle
- RS sports suspension with sporty design and responsive handling
- RS sports suspension plus with Dynamic Ride Control (DRC)
- New electromechanical power steering, or [dynamic steering](#)
- [Audi drive select](#) dynamic handling system
- Optional high-performance ceramic brakes with perforated 400mm discs at the front

Interior

- RS-specific elements for greater sportiness in the interior
- Flawless workmanship, high-quality materials and new colours
- Five seats, generously dimensioned interior with increased space:
 - + 11 millimetres shoulder room in the front (compared to the predecessor)
- 505 litres of luggage compartment space, rising to 1510 litres with the seats folded down
- Electric luggage compartment cover and electric motor for the luggage compartment lid

Infotainment and controls

- Special RS screen in the [Audi virtual cockpit](#): information about tyre pressure/temperature, power/torque, and G forces, as well as a shift light prompts the driver to shift up
- [Head-up display](#) with RS-specific display
- MMI Navigation plus top infotainment system with [MMI touch](#) including [Audi connect](#), LTE communication
- Wi-Fi hotspot for connecting mobile devices
- New MMI operating concept with intuitive [free-text search](#) and [natural language voice control](#)
- [Audi smartphone interface](#) for connecting Apple and Android smartphones
- [Audi phone box light](#) for inductive charging
- Bang & Olufsen sound system with 3D sound, 19 loudspeakers and 755 watts of power

Driver assistance systems

- Up to 30 assistance systems for supporting the driver
- Highlights:
 - [Adaptive cruise control with stop&go function](#) including [traffic jam assist](#)
 - [Park assist](#)
 - [Cross traffic assist rear](#)
 - [Exit warning](#)
 - [Turn assist](#)
 - [Audi pre sense city](#) and [Audi pre sense basic](#) and [Audi pre sense rear](#)

The car in detail

The fourth generation of the RS icon: the new Audi RS 4 Avant

The Audi RS 4 Avant (combined fuel consumption in l/100 km: 8.9; combined CO₂ emissions in g/km: 202) combines impressive performance with excellent suitability for everyday use. Its 2.9 TFSI twin turbo delivers 331kW and packs 600Nm of torque. The quattro all-wheel drive ensures the best traction and acceleration values. The RS sports suspension plus with Dynamic Ride Control (DRC), intelligent driver assistance systems and innovative infotainment solutions make the fourth generation of the RS icon from Audi Sport an everyday sporting hero.

Exterior design

The new Audi RS 4 Avant is the sporting spearhead of the A4 family. Its RS-typical design draws on numerous motorsport influences from the Audi 90 quattro IMSA GTO. The front section, sides and rear all differ significantly from the Audi A4 Avant. The much wider and flatter single-frame radiator grille with a new, three-dimensional honeycomb structure bears the quattro logo and the RS 4 emblem. A blade in a contrasting colour links the solid lower air intakes.

The [Matrix LED headlamps](#) are differentiated from the [LED headlights](#) thanks to the shaded trims. Next to these are additional, vertical side air intakes that make the high performance Avant appear even wider. The quattro blisters emphasise the strong bulges over the wheel housings, which have been extended by 30 millimetres on both sides.



All terms in blue in the text are explained in detail in the technology lexicon at www.audi-mediacenter.com/en/technology-lexicon.



The sill extensions painted in the vehicle colour include an insert in gloss black or in carbon. The housings of the exterior rear view mirrors are finished in matte aluminium and also available in carbon, or in black or in the vehicle color if preferred. The roof rail is available in matte aluminium or in black. At the rear, sporty features like the RS-specific diffuser insert, the oval tailpipes of the RS exhaust system and the RS roof spoiler make a bold statement.

The optic packages – Gloss Black, Carbon, and Matte Aluminium – offer further customisation options. Overall, the RS 4 Avant is available in eight colours, and Audi Sport offers Sonoma Green Metallic as an exclusive option. The Audi exclusive range also includes many other custom colours such as Nogaro Blue Pearl Effect. This colour was used for the legendary RS 2 Avant in 1994, and also the first generation of the RS 4 Avant in 1999.

With a length of 4781 millimetres, the fourth generation of the RS 4 Avant is 62 millimetres longer than its predecessor. It stands at a height of 1404 millimetres, making it 12 millimetres lower than the previous model. And with a width of 1866 millimetres, it is 16 millimetres [0.6 in wider.

Engine

Compared to its direct predecessor, a naturally aspirated high-speed V8 engine, the re-developed V6 twin turbo delivers a completely new dimension of torque and efficiency. From 1900 to 5000rpm, the 2.9 TFSI engine delivers a full 600Nm of torque to the crankshaft – 170Nm more than its predecessor. With its output of 331kW, equating to a performance of 114kW per litre, the new RS 4 Avant accelerates from zero to 100 km/h in 4.1 seconds, which is 0.6 tenths of a second faster than before. The RS dynamics package increases the electronically controlled top speed from 250km/h to 280km/h.

The 2.9 TFSI V6 twin turbo engine from Audi Sport is a nod to the legendary 2.7 litre V6 from the first RS 4 Avant. Produced from 1999 to 2001, it delivered 279kW.

AUDI RS 4 Avant	2.9 TFSI
Displacement in ccm	2894
Max. power in kW at rpm	331 at 5700–6700
Max. torque in Nm at rpm	600 at 1900–5000
Maximum speed in km/h	250 (optional 280)
Acceleration 0 to 100km/h in s	4.1
Combined consumption in l/100km	8.9
Combined CO₂ emissions in g/km	202
Drive	quattro permanent all-wheel drive
Transmission	Eight-speed tiptronic



Modular concept: The new V6 generation

Owing to the higher forces in its interior, its stroke was reduced by 3 millimetres to 86 millimetres. With an unchanged bore hole of 84 millimetres, the displacement measures 2894 cm³. The engine only weighs 182 kilograms, which is 31 kilograms less than its V8 predecessor, which benefits the overall weight and axle load distribution of the new Audi RS 4 Avant.

Typical Audi: Exhaust side inside, intake side outside

The two turbochargers of the 2.9 TFSI are each arranged on a cylinder bank, and generate up to 1.5 bar of charge pressure. As with all new V6 and V8 engines from Audi, the turbochargers are mounted at a 90-degree angle to the cylinder banks, which means that the exhaust side of the cylinder heads is inside, and the intake side is outside. This layout enables a compact design and short fuel paths with minimal flow loss – the 2.9 TFSI reacts extremely spontaneously to the movements of the accelerator.

Efficiency technology: The B-cycle combustion process

The high-performance V6 not only impresses with its strong performance, but also its efficiency. In the new European driving cycle, the vehicle uses just 8.9 litres of fuel per 100 kilometres, equivalent to 202 grams of CO₂ per kilometre. These values represent a 17 percent reduction in fuel consumption compared with the previous model. A key reason for this is the new TFSI combustion process from Audi called the [B-cycle process](#). This is specially designed for the partial load range, by far the most common operating mode.

At higher loads and engine speeds, the two-step [Audi valvelift system \(AVS\)](#) closes the inlet valves later – the opening duration extends to 200 crank angle degrees. At the same time, the valve lift increases from 6.0 to 10 millimetres. The cylinder filling increases considerably – the engine turns at a powerfully high speed and delivers smooth performance.

Separate circuits: The thermal management system

Another factor in the efficiency of the 2.9 TFSI is the thermal management system. The crankcase and the cylinder head have separate cooling circuits. After a cold start, the switchable water pump regulates the flow of coolant through the engine so that the oil heats up quickly. The exhaust manifolds are integrated into the cylinder heads, and are surrounded by the coolant, which helps to accelerate the heating process. When the engine is warm, this technology lowers the exhaust gas temperature – which significantly reduces consumption, especially during sporty driving. The impressive efficiency of the V6 twin turbo is also a result of the low friction. The fully-variable oil pump, for example, only ever generates as much pressure as necessary.

With the chain drive, a new concept reduces the required drive power: The crankshaft drives the balancer shaft, which sits deep in the V of the cylinder banks, via gearwheels. From here, chains run to the four camshaft sprockets. They are tri-oval in shape, that is, slightly triangular, in order to balance out the peak forces. The balancer shaft rotates on particularly low-friction roller bearings.



Striking: The sound of the V6 twin turbo

As soon as the engine starts, it delivers a powerful sound. At higher loads, the flaps open in the exhaust system, and the sound is even throatier. With the [Audi drive select](#) dynamic handling system, the driver can also control the flaps for the RS sports exhaust system with black tail trims. The intake system of the V6 twin turbo has been intricately optimised, with pipes made from polished stainless steel allowing the air to flow in virtually unobstructed.

Power transmission

The fast, spontaneous and sporty [eight-speed tiptronic](#) transmission with optimised shift times is a real highlight in the new RS 4 Avant.

The driver can choose between the modes D and S, and there are special RS shift paddles on the steering wheel for manual gear changes. All commands are sent to the transmission electronically – using shift-by-wire technology. The dynamic starting function ensures optimal traction when the engine starts, allowing the RS 4 Avant to realise its full acceleration potential. To do so, ESC sport mode must be active, and the selector lever must be set to the S position. In manual mode, the driver controls the gear changes using the shift paddles on the steering wheel or by tapping the selector lever. Once the engine speed threshold is reached, a shift light appears in the driver information system or the [head-up display](#) advising the driver to shift up.

Dynamic power distribution: The quattro drive

The [quattro permanent all-wheel drive](#) is a unique feature in the segment. With its asymmetric and dynamic design, it contributes greatly to the sporty and stable handling of the RS 4 Avant. During regular driving, the system uses a rear-weighted setup. Its purely mechanical centre differential lock sends 60 percent of the torque to the rear axle and 40 percent to the front axle. When slippage occurs on an axle, most of the power immediately flows to the other axle – up to 70 percent to the front, and up to 85 percent to the rear.

The [wheel-selective torque control](#) enhances the mechanical functionality of the quattro drive. The agility, precision, stability and optimal traction are further enhanced by the software of the ESC Electronic Stability Control.

The **sport differential** with RS-specific tuning ensures even more dynamic responsiveness when steering and accelerating. The system actively and selectively distributes the torque between the rear wheels.



RS-specific tuning: Stabilisation control with three modes

The ESC Electronic Stability Control including slip regulation has RS-specific tuning. In addition to normal mode, there is also a sports mode, which delays the intervention of the ESC. If the driver presses the button for longer than three seconds, the ESC switches off completely.

Body

The RS 4 Avant weighs 1790 kilograms – 80 kilograms lighter than the previous model. This weight saving is achieved by a geometric lightweight design and an intelligent material mix.

Heat-formed components form the high-strength, crash-resilient backbone of the passenger cell. These components are used to reinforce the transition area from the vehicle front end to the interior, the front zone of the windshield frame, the B-pillars, the side skirts and parts of the floor.

With its excellent torsional rigidity, the vehicle body lays the foundation for high-precision driving behaviour and quiet driving. When it comes to passive safety, the high-performance Avant also scores top marks.



Typical Avant: High suitability for everyday use

For more than 20 years, the combination of an aesthetic design and functional utility has ensured the Audi Avant models have stood out from the competition. Within the Avant family, the RS 4 Avant plays a very special role – an RS icon with an unrivaled history dating back to 1999.

The maximum luggage compartment volume with the rear seat backrest folded down is 1510 litres. The backrest is divided in a 40:20:40 ratio, and can easily be folded down onto the seat padding using the levers in the luggage compartment. In its basic dimensions, the luggage compartment of the RS 4 Avant offers 505 litres of volume, 15 litres more than before. Its square-shaped profile enables optimum use of the luggage compartment area. The loading width measures exactly one metre. A screen separator and an electric luggage compartment cover come as standard.

The gesture control system opens and closes the luggage compartment hatch: a motion detector in the rear bumper responds to a kick movement, the hatch unlocks, and opens automatically if the key is detected.

A remote control vehicle key and a stop-start button for keyless ignition are standard with the new RS 4 Avant. There is also a comfort key that enables keyless access to the vehicle, which is available on request.

Suspension

The suspension in the front and rear of the Audi RS 4 Avant is built on newly developed five-link supports. This axle concept enables optimum absorption of longitudinal and transverse forces.

With the RS sports suspension, the RS 4 Avant is seven millimetres lower than the S4 basic model with sports suspension. Alternatively, Audi Sport offers the RS sports suspension plus with [Dynamic Ride Control \(DRC\)](#). A new damper generation with an integrated switch valve ensures a clear spread between the individual modes of [Audi drive select](#). Drivers can create their own personal driving experience using this dynamic handling system.

Audi drive select also influences the characteristics of the engine and the steering. What's more, the system also adapts the characteristic curve for shifting, the exhaust door control, and other optional modules in the four modes: auto, comfort, dynamic and individual.

As an alternative to the redeveloped electromechanical power steering, Audi Sport also offers [dynamic steering](#) with RS-specific tuning. This uses a superposition gear to vary its ratio by up to 100 percent – depending on the car's speed and the mode selected in the [Audi drive select](#) dynamic handling system. For sporty driving in dynamic mode, the gear ratio of the dynamic steering remains constant at 14:1.

The RS 4 Avant is fitted with 20-inch aluminium forged alloy wheels, with 275/30 tyres. Three designs in total are available, including a new, particularly lightweight fully milled wheel.

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Behind these large wheels are powerful RS steel brakes with perforated composite disks. At the front axle, these have a diameter of 375 millimetres, while at the rear axle, they have a diameter of 330 millimetres. The six-piston brake calipers with the RS emblem are painted in red. Upon request, Audi Sport will also equip the front axle with particularly durable and low-wear ceramic brakes with six-piston brake calipers and perforated discs measuring 400 millimetres in diameter.

Interior

The new two-tone Audi Sport entry lights and the illuminated sill panel strips with an RS 4 logo greet the driver and front passenger. LED light guides trace the contours of the doors and the centre console – with the contour/ambiance lighting package in 30 colours. The horizontal architecture of the instrument panel creates a vast sense of spaciousness in the high-quality, sporty interior of the RS 4 Avant.



The black interior emphasises the definitive sporty character of the new RS model. Internal heating and lumbar support. The RS sports seats feature fine Nappa leather with a honeycomb pattern and contrasting stitching. Climate control sports seats in perforated Milano leather are also available.



The flat-bottomed RS multifunction sports leather steering wheel with a three-spoke design features multifunction buttons for convenient operation of the infotainment system. This combines shiny black shift paddles with aluminium elements. The steering wheel rim bears the RS emblem, as does the RS-specific shift gate. The RS design package brings the sporty contrast colour red into play on the centre console as well as on the armrests, the seat belts and the floor mats with RS logo. The steering wheel, selector lever and knee pads are finished in Alcantara with red contrasting stitching. The Sonoma Green design package from Audi exclusive enhances the interior with appropriately coloured contrast stitching – perfect for the new, exclusive exterior colour.

The increased dimensions, the 13-millimetre longer wheelbase and the compact seats increase the space available for the driver and passengers. The shoulder width in the first row of seats has been increased by 11 millimetres. The central, front armrest storage, the large door pockets, two cup holders, and a new, sealed storage compartment below the rotary light switch emphasise the everyday usability of the vehicle.

Display and controls

As a fully digital evolution from the analogue circular speedometer and rev counter, the RS 4 Avant offers the [Audi virtual cockpit](#). Thanks to a resolution of 1,440 x 540 pixels, its 12.3-inch TFT screen provides detailed and selectable graphics. A special RS screen complements the infotainment and classic displays. This places the tachometer with an integrated digital display for speed in central focus. The driver can configure other displays around this, such as the torque (in Nm), power (in percent), tyre pressure and temperature (in bar/°C) and g-forces.

The tachometer also serves as a shift indicator: if the eight-speed tiptronic transmission is in manual mode, green, orange and red segments illuminate as the speed increases. Shortly before the engine reaches its limit, the entire scale flashes red. The lap timer, another feature of the RS menu, records up to 99 laps and compares the times against each other. The status of important technical components is also shown, such as the temperature of engine oil and transmission fluid, as well as the air pressure.

Another high-tech feature of the RS 4 Avant is the [head-up display](#). This projects all relevant information onto the windshield in the driver's direct field of vision as easily comprehensible symbols and digits. This means that drivers can keep their eyes on the road at all times. Here, too, RS-specific content is included such as the shift light and displays for lap times and oil temperature. If the vehicle is in manual mode, a shift light prompts the driver to shift up using the steering wheel paddle or selector lever.

The infotainment system is operated via the round rotary push button on the wide, asymmetrical centre console. Its surface incorporates the touch-sensitive touchpad for entering characters and multi-finger gestures. The driver can also select functions using [natural language voice control](#), which recognises many common phrases. The intelligent [free text search](#) delivers search results. All terms in blue in the text are explained in detail in the technology lexicon at www.audi-mediacent.com/en/technology-lexicon.



after only a few characters have been entered and, together with the multifunction steering wheel, it rounds off the operating concept. The Audi MMI display in the centre console measures 8.3 inches. Audi offers an automatic comfort climate control system for the RS 4 Avant, which regulates the air temperature and distribution separately for the driver, front passenger and rear passengers. The digital temperature displays in the cockpit are integrated into the control dials. Just a few buttons and dials are sufficient for convenient control. When a finger approaches one of the sensory switches, its function is displayed in bigger dimensions on the dark LCD display and can be selected by pushing the button. The rear passengers use a separate control unit in the rear center console to set the temperature.

Infotainment and Audi connect

The everyday usability of the RS 4 Avant is also demonstrated by its extensive infotainment offering, which ensures passengers remain fully entertained during journeys.

MMI Navigation plus with [MMI touch](#) includes an 8.3-inch monitor with a resolution of 1,024 x 480 pixels. In addition to a DVD drive and a 10GB flash memory, the high-end system also features two card readers, an AUX-IN connection and a USB connection with charging function. The [Audi connect](#) hardware module is also included. This module connects the high-performance Avant to the Internet using LTE technology. Passengers can browse the Internet with their mobile devices via the [Wi-Fi hotspot](#) (requires data connection).

The [Audi smartphone interface](#) integrates iOS and Android mobile phones into a specially developed environment in MMI via Apple CarPlay and Android Auto. The [Audi phone box light](#) inductively charges the smartphone via wireless charging, according to the Qi-standard.

The high-end [Bang & Olufsen Sound System with 3D Sound](#) makes full use of the vehicle's dimensions. The heart of the system is a 755-watt, 16-channel amplifier, which controls the 19 loudspeakers. Two subwoofers behind the side panels in the rear generate the bass. The music sounds like a concert hall.

Driver assistance systems

Over 30 driver assistance systems increase the safety, comfort and efficiency of the RS 4 Avant.

The [adaptive cruise control \(ACC\) with stop&go function](#) including [traffic jam assist](#) plays a key role. The ACC takes the load off the driver in slow-moving traffic of up to 65km/h by automatically decelerating and accelerating, and on well-built roads it even takes over the steering.

The [collision avoidance assist](#) helps the driver to steer around an obstacle, thereby avoiding collisions. Using data from the front camera, ACC and radar sensors, it calculates a suitable evasive manoeuvre corridor in fractions of a second. Other assistance systems round off the



offering, for example [turn assist](#), [park assist](#), [cross traffic assist rear](#), [exit warning](#) and [Audi active lane assist](#).

The RS 4 Avant is fitted with the [Audi side assist](#) lane change assistance, and also [Audi pre sense city](#) system. This monitors the road at up to 85km/h, detects other vehicles and pedestrians and initiates full braking in an emergency.

History

The new Audi RS 4 Avant is a real RS icon. Unlike any other model, it combines high performance with everyday usability. The model line began back in 1994 – with the legendary RS 2 Avant.

1994 – Audi RS 2 Avant: Strong trendsetter

With the RS 2 Avant in 1994, Audi began a strong trend – with the world’s first high-performance sports car with five seats and a large luggage compartment. The striking exterior design and the fine interior was equally influential. The five-cylinder turbo generated 232kW from a displacement of 2.2 litres, accelerating the Audi RS 2 Avant from zero to 100km/h in 5.4 seconds with a top speed of 262km/h. Porsche AG supplied parts such as brakes and wheels as a development and production partner.

1999 – Compact displacement and high performance in the first generation

For the first RS 4 Avant, the recently acquired Cosworth Technology Ltd was involved as a co-operation partner. Together with quattro GmbH, the English firm increased the performance of the 2.7-litre V6 twin turbo to 279kW, resulting in a zero to 100 km/h time of 4.9 seconds. Demand for the RS 4 Avant was so high that Audi doubled its production figures from its original planning.

2005 – Audi RS 4: Dynamics in three variants

The second-generation RS 4 appeared in 2005. It was initially available as a Sedan and an Avant. The vehicle was powered by the newly developed V8 high-speed engine with a displacement of 4.2 litres. The direct injection engine delivered 309kW. The RS 4 sedan raced from 0 to 100km/h in 4.8 seconds. Other engineering highlights included the quattro drive with the asymmetric dynamic torque distribution, which were new at the time, and the optionally available carbon fibre ceramic brakes.

2012 – Audi RS 4 Avant: The dynamic all-rounder

The third generation of the RS 4 was presented at the Geneva Motor Show by quattro GmbH in February 2012. This generation was exclusively offered as an Avant. Just like its predecessor, the model was equipped with a 4.2L V8 high-speed engine, but with an increased output of 331kW.