



## PRESS INFORMATION

### The New Audi Q3

<b>Condensed information</b>	<b>2</b>
The most important information on the new Audi Q3	
<b>Facts and figures</b>	<b>5</b>
Product highlights at a glance	
<b>The car in detail</b>	<b>7</b>
Everything you need to know about the new Audi Q3	
▶ Exterior	7
▶ Interior	8
▶ Body	9
▶ Controls and displays	10
▶ Infotainment and Audi connect	11
▶ Driver assistance systems	12
▶ Suspension	13
▶ Drive system	14



Condensed information

## **Successful model with new strengths: the second generation of the Audi Q3**

**The new Audi Q3 is a family SUV with great all-round talents. In the second generation, it appears not only visually more self-confident, but also roomier and more versatile. Just like the Audi top-of-the-line models, it features a digital operating and display concept, extensive infotainment solutions and innovative assistance systems. These ensure additional comfort, as does the enhanced suspension.**

### **Strength and presence: the exterior design**

The new Audi Q3 looks much sportier than its predecessor, thanks to the striking Singleframe in octagon design, with vertical bars that divide the large air inlets. They characterise the masculine front-end with its intensive play of light and shadow, while the narrow headlights run inwards with their wedge shape. Audi supplies LED and Matrix LED technology whose adaptive high-beam intelligently illuminates the road. The side view epitomises the balance of the exterior design with the symmetrical lighting graphics of the headlights and rear lights. The shoulder line connects them from a styling perspective and provides an athletic overall impression with strong muscles over the wheel arches. The contours draw their inspiration from Audi's quattro DNA and make the SUV seem even wider, while the colour-contrasting wheel arch trims emphasise the offroad look. Supported by a long roof-edge spoiler, which also flanks the rear window at the side, the steeply raked D-pillars of the body line also create an appearance of forward thrust.

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

Taut lines, three-dimensionally styled elements – the interior continues the design of the exterior and echoes the brand's full-size models. The architecture harmonises perfectly with the new operating concept – its central element is the MMI touch display with its high-gloss black glass-look surround. Together with the air conditioning controls underneath, it is tilted 10 degrees toward the driver and all displays, buttons and controls are located ergonomically. The comfortable seats provide a sporty position and the steering wheel is steeply angled accordingly.

### **Generous and variable: the space concept**

Compared with its predecessor, the new Audi Q3 has grown in virtually all dimensions. It is 4485 millimetres long, 1849 millimetres wide and 1585 millimetres high. Its wheelbase, which has been stretched by 77 millimetres, is spacious yet extremely versatile – the rear seats able to be moved fore/aft by 150 millimetres.

Their three-way backrests split in the ratio 40:20:40, and can be tilted in seven stages. Depending on the position of the rear seats and backrests, the luggage compartment



capacity is between 530 and 1525 litres. The loading floor can be adjusted in two levels and the parcel shelf can be stowed underneath the floor if not needed. An electric tailgate, which can also be opened and closed with a kicking motion, is standard.

### **Digital world: controls and displays**

The operating and display concept of the SUV has been overhauled from the ground up – Audi is doing away with analog instruments. Even the standard specification includes a digital instrument cluster with a 10.25-inch screen diagonal, which the driver operates using the multifunction steering wheel. There is also a 10.1-inch touch display in the middle of the dashboard. The intuitive operating concept with its flat menu structure is supplemented by natural-language voice control. It also understands freely structured wording and the ingenious dialogue manager asks questions if necessary, allows corrections, offers choices and defers to the speaker when interrupted. The voice control function is also able to access information stored in the vehicle to respond.

### **Intelligently connected: infotainment and Audi connect**

The top-of-the-line infotainment system available in the Audi Q3 offers the same technical functions as in the higher segments. Its data transfer module supports the LTE Advanced standard with integrated Wi-Fi hotspot for the passengers' mobile devices. The navigation system recognises the driver's preferences based on previous journeys, allowing it to generate suitable route suggestions. The Audi connect portfolio ideally supplements navigation guidance with traffic information online, the point-of-interest search and information on parking spaces and petrol stations appearing directly in the navigation map.

The Audi Q3 is even more tightly integrated with the myAudi app. It seamlessly connects a smartphone to the car. The customer can, for instance, transfer navigation routes to the MMI and locate where the Q3 is parked. Other options include Google Earth and the hybrid radio, which automatically switches between FM, DAB and the online stream to ensure optimum reception at all times.

A range of hardware modules supplement the infotainment portfolio, including the Audi phone box light, which charges the owner's smartphone inductively. The Audi smartphone interface links customers' iOS and Android phones and places their Apple Car Play, including via wireless connection, or Android Auto environment on the MMI display. The Bang & Olufsen Premium Sound System with virtual sound provides three-dimensional audio and drives a total of 15 loudspeakers.

### **Convenience and safety: driver assistance systems**

The adaptive cruise assist is a highlight of the assist systems. It incorporates the functions of adaptive speed assist, traffic jam assist and active lane assist. In this way it assists the driver with longitudinal and lateral control – substantially enhancing comfort on long journeys in particular. The Audi Q3 makes manoeuvring easier thanks to the four 360-degree cameras.



They show the SUV's immediate surroundings on the large infotainment screen. Here the driver can also follow the manoeuvres completed by the park assist, which steers the car automatically into and out of parking spaces. The driver only has to accelerate, brake and shift gears. If the driver wants to reverse out of a parallel parking space or a tight entrance, cross traffic assist is activated. The radar sensors, which the system uses to monitor the area behind the vehicle, also provide information to the lane change warning. If the system detects a vehicle located in the blind spot or approaching quickly from the rear, a warning LED is lit in the relevant exterior mirror.

### **Agility on- and offroad: drive system and suspension**

Audi is launching the new Q3 with a four-cylinder direct injection engine with turbocharging which is powerful, refined and efficient. Delivering 110kW, it works with a fast-shifting six-speed S tronic transmission. When offroad, the permanent all-wheel drive delivers excellent driving pleasure with optimum traction and unshakable stability. The new Q3 is comes with hill descent control which maintains a preset speed on a steep downhill gradient. The driver can vary the characteristics of the Audi Q3 depending on the driving situation, road conditions or personal needs using the Audi drive select dynamic handling system from markedly comfortable, highly efficient through to out-and-out sporty. The system also influences the optional suspension with damper control, in which sensors measure movements of the vehicle body. The dampers are then adjusted accordingly to the road surface conditions and driving situation. This results in enhanced driving dynamics with even more comfort.



Facts and figures

## The new Audi Q3

### Dimensional and space concept

- Substantial increase compared with the preceding model: Length 4485 millimetres (+ 97), wheelbase 2680 millimetres (+ 77), width 1849 millimetres (+ 18), height 1585 millimetres (- 5)
- Very spacious interior, comfortable entry and good overview
- High variability: Rear bench seat can be moved fore/aft by 150 millimetres, backrest angle adjustable
- Luggage compartment with capacity of 530 to 1525 litres, electric tailgate operated by foot movement available

### Exterior design

- Front end with large Singleframe in octagonal design, wide frame and vertical slats
- Adaptive [LED headlights](#) or [Matrix LED headlights](#) with adaptive high beam available
- Low roof line, long roof edge spoiler, heavily raked D pillars; flowing shoulder line with contours over the wheel arches alluding to the quattro genes; symmetrical light graphic of headlights and rear lights
- 11 paint colours and a choice of full-body colour or a contrasting paint finish for customisation of the exterior design by means of specific add-on parts and colours

### Interior

- Interior design with taut lines, harmonious architecture and operating concept
- Large area in black glass look for MMI touch display
- Seats from the next-highest vehicle category, available with electric adjustment;
- Contour/ambient light package for targeted light effects in the dark, adjustable in 30 colours

### Controls and displays

- Available with digital instrument cluster with 10.25-inch screen diagonal and [MMI touch](#) display in 10.1-inch format
- Available with MMI navigation plus with flat menu structure, [natural-language voice control](#) and online route calculation from map and navigation service provider [HERE](#)

### Infotainment and Audi connect

- MMI navigation plus including [Audi connect](#) with LTE Advanced and [Wi-Fi hotspot](#)
- Audi connect Navigation & Infotainment plus with Google Earth, hybrid radio as well as onboard dual voice control system
- [myAudi app](#) for a seamless connection between car and smartphone

All terms in blue in the text are explained in detail in the technology lexicon at [www.audi-mediacenter.com/en/technology-lexicon](http://www.audi-mediacenter.com/en/technology-lexicon).



- Technologies such as [Audi phone box light](#), [Audi smartphone interface](#) and Bang & Olufsen Premium Sound System with 15 speakers and virtual 3D sound are available

#### **Driver assistance systems**

- Safety system [Audi pre sense basic](#), [Audi pre sense front](#) as well as lane-change warning [Audi side assist](#), lane-departure warning system [Audi active lane assist](#) and adjustable [speed limiter](#)
- Available with [adaptive cruise assist](#), [park assist](#), [cross traffic assist rear](#) and [360-degree cameras](#)

#### **Drive system and suspension**

- 1.4 TFSI engine with 110kW/250Nm
- Six-speed [S tronic](#) and increased agility through [wheel-selective torque control](#)
- Balanced suspension tuning, or [suspension with damper control](#) available
- Dynamic handling system [Audi drive select available](#), and hill descent control standard
- Wheels from 18- to 19- inches in diameter



[The car in detail](#)

## **Family SUV and all-round talent: The new Audi Q3**

**The new Audi Q3 is a family SUV with great all-round talents, marking a step forward with its spaciousness and versatility, as well as its technology. Just like the Audi top-of-the-line models, it features a the Audi virtual cockpit and a large MMI touch display as well as numerous infotainment solutions from the full-size segment connecting the compact SUV with its environment. New assist systems support the driver when parking, in town and on long journeys. These also enhance comfort, as does the further developed suspension.**

### **Exterior**

The new Audi Q3 looks much sportier than its predecessor. Taut surfaces and sharp edges radiate power and high quality, and the high front exudes masculinity. As with all new Audi SUV models, the wide Singleframe has an octagonal design. It is surrounded by a sturdy frame and supported by eight upright rods. Horizontal slats are recessed and painted black and the trapezoidal outer air inlets are a key factor in the intensive interplay between light and shade. The same applies to the horizontal line that runs below the headlights across the front, also giving the Singleframe an edge.

The exterior design of the compact family SUV is enticingly balanced with all lines logically interrelated. The side view epitomises this with the symmetrical lighting graphics of the headlights and rear lights – the shoulder line connecting them from a styling perspective and providing an athletic overall impression with strong muscles over the wheel arches. Its contours draw their inspiration from Audi's quattro DNA and make the SUV seem even wider, with the colour-contrasting wheel arch trims emphasising the offroad look. The low roof line ends in strong, evenly raked D-pillars that give the Audi Q3 forward thrust even when stationary and a long roof-edge spoiler that also flanks the rear window at the side enhances this impression.

Like the front, the sculpted rear is divided into two zones by a horizontal line, with the L-shaped rear lights situated in the upper section. With its four ribs, the diffuser insert, which rounds off the rear at the bottom, interprets the look of the Singleframe and integrates the tailpipe design trim.



### **LED technology as standard: the headlights**

The flat headlights of the compact SUV taper inwards, and form jagged angles on the outer edge. The daytime driving light traces a contour here that consists of one long segment and two short ones, producing a three-dimensional effect. Audi supplies the headlights in two different versions, with full LED headlights with functions such as highway beam and cornering light, which stem from relocation of the low beam. The rear lights are also designed with LED technology here: the turn signal operates dynamically. Also available are [matrix LED headlights](#), with new LEDs that generate the low beam and 10 more generate the high beam. It illuminates the road precisely and dynamically. If the front camera detects other road users, the system selectively hides them, but the areas between and next to them remain fully lit up. In addition, these headlights integrate the front and rear dynamic turn signal.

### **From discreet to sporty: Colours and equipment**

A total of 11 colours are available for the Audi Q3, including the new Chronos Grey and Pulse Orange paint finishes. Colour-contrasting add-on parts accentuate the SUV look even more. The black grid of the Singleframe makes the radiator grille look even stronger, while silver elements catch the eye at the front and rear. 18-inch aluminium wheels with 235/55 tyres replace the basic 215/65 R17 tyres.

## **Interior**

### **Driver-oriented and digital: the cockpit**

A sporty character, taut lines, three-dimensional elements – the interior design of the new Audi Q3 continues the dynamic precision of the exterior. The architecture of the dashboard echoes in many ways the brand's parent-class models, as it too harmonises with the digital operating concept. Its central element is the [MMI touch](#) display, which is almost imperceptibly inserted in the high-gloss glass-look surround in the deactivated state. With its octagonal shape, it echoes the motif of the Singleframe, and is bordered by a wide chrome strip. The black panel also integrates the newly designed keypad for the light functions, which replaces the rotary controls in the preceding model. All displays, buttons and controls are located ergonomically. Like the air-conditioning control unit and the centre console, the MMI touch display is tilted towards the driver by 10 degrees – the entire cockpit is very much designed with the driver in mind. At the front of the cockpit, two levels give the impression of less height. The top level integrates the air vents, and the lower is the control level with the black panel. The distinctly horizontal lines of the dashboard give the interior a wide and airy feel, and the robust look of the door panel reflects the strong SUV character of the Audi Q3.

### **A sporty note: the design options**

Audi has also developed a new concept for the colours and materials. And two lighting packages are available, highlighting specific areas of the interior. With the indirectly,





extensively radiated ambient lighting, door panels and center tunnels look as if they are floating, while the focused contour lighting traces the concise design lines of the interior. The top-of-the-range version can be controlled in 30 colours, and also backlights the quattro logo on the passenger side of the dashboard.

## **Body**

### **Generous and variable: the space concept**

The new Audi Q3, which is based on the Volkswagen Group's modular transverse matrix (MQB), has grown in virtually all dimensions and is positioned in the upper compact SUV segment.

At 4485 millimetres, it is 97 millimetres longer than its predecessor. In terms of width, it has grown 18 millimetres to 1849 millimetres, but at 1585 millimetres, it is 5 millimetres shorter than the first-generation Q3.

In combination with its wheelbase – extended by 77 millimetres to 2680 millimetres – the new compact SUV is much more spacious than before. It beats its direct competitors in terms of shoulder room in the front and rear as well as knee room in the front.

In typical SUV fashion, the Audi Q3 is easy to get into, with good all-round visibility, and yet offers a sporty seating position. The steering wheel is steeply angled accordingly. Its front seats – which are available with electric adjustment and heating – come from the next-highest vehicle class and are especially comfortable.

One highlight is the highly variable division of space where the rear seats can be moved fore/aft by 150 millimetres. Their backrests, split in the ratio 40:20:40, can be tilted in seven stages, and an adjustable front centre armrest with a storage compartment is also standard. The one for the rear passengers incorporates two cup holders. Further comfort extras are in the dual-zone deluxe automatic air-conditioning, and two-piece panoramic glass sunroof.

### **Capacity of up to 1525 litres: the luggage compartment**

The luggage compartment has also benefited substantially from the growth of the new Q3 – it is the largest in the premium compact segment. Depending on the position of the rear seats and backrests, its capacity totals 530 or 675 litres. With the backrests folded down the figure rises to 1525 litres. The loading floor can be adjusted in two levels, with the low loading sill of 748 millimetres making it easier to stow heavy luggage. If the parcel shelf is not needed, it can be stowed under the loading floor. The electric tailgate provides effortless access to the luggage compartment. In conjunction with the convenience key, the driver can also open and close it with a kicking motion.



### **Composed: Rigidity, safety and aeroacoustics**

In the bodywork of the Audi Q3, a network of hot-formed steel sections forms the backbone of the passenger cell. They combine low weight with extreme strength and form the basis for the high rigidity of the body – for the vehicle’s precise handling, outstanding production quality and impressive crash safety. These parts account for 26 percent of the weight of the body. Extensive sound insulation and sophisticated aeroacoustics ensure that the interior of the compact SUV is very quiet. The windscreen is made of acoustic glass and dark privacy glazing for the rear is also available.

### **Controls and displays**

The operating and display concept of the compact family SUV has been overhauled from the ground up – along with the turn-and-press controllers from the preceding model, Audi has done away with the analogue instruments – they are replaced by a digital instrument cluster with a 10.25-inch screen diagonal, which the driver operates using the multifunction steering wheel.

### **MMI navigation plus**

The most comprehensive infotainment system available is the MMI navigation plus. Here, the MMI touch display measures 10.1 inches. In all displays, the graphical user interface is so clear that the information can be read quickly. The menu structure is streamlined and easy to understand, just like on a smartphone.

The MMI navigation plus in the new Audi Q3 offers the same functions as in the higher segments – here too, the SUV sets a new standard in the compact class. For instance, the navigation recognises the driver’s preferences based on previous journeys. As a result, it can give the driver suitable route suggestions taking experience of time and traffic levels into account. The route is calculated online on the servers of the map and navigation provider [HERE](#), using real-time data for the overall traffic situation. If the data connection is lost, the system switches to the on-board routing running in parallel. The customer can update the navigation map twice per year free of charge for the first three years via the myAudi platform and install it in the Q3 via SD card. In conjunction with Audi connect, the driver can also download the update directly in the car via over-the-air.

### **Quick and easy: Free-text search and voice control**

Like entry of a navigation destination, the [MMI search](#) is based on entry of free text – via a virtual keypad when the vehicle is stationary or via handwriting recognition. If the driver is looking for a restaurant, for instance, a list of hits appears after just a few letters. The new [natural language voice control](#), which allows freely structured wording, is even more convenient. It can understand a sentence like “I am hungry” and in response suggest restaurants close by. The dialogue manager asks questions if necessary, allows corrections, offers choices and also defers to the speaker when interrupted. The dialogue goes beyond



menu boundaries, for example, the user can call a contact from the telephone book and add the address as a destination.

### **Infotainment and Audi connect**

MMI navigation plus also includes the [Audi connect](#) services onboard the new Q3. They are the perfect addition to the navigation system. Data transfer is based on the LTE Advanced standard via a SIM card permanently installed in car, the [Audi connect SIM](#). These services include traffic information online, the point-of-interest search as well as information on parking spaces and petrol stations, which appear directly on the navigation map – where necessary also with dynamic additional information such as prices and availability.

High-resolution satellite images from Google Earth make navigation easier. The hybrid radio is another component. Depending on a station's signal strength, it automatically switches between FM, DAB and the online stream to ensure optimum reception at all times. Online calibration improves the recognition rate and the results, which are supplemented by further information such as photos, opening hours and visitor ratings. By contrast, the advantage of onboard information is that it is available very quickly and securely – including in underground garages where there is no cell-phone network.

### **Closely connected: the myAudi App**

Audi connect functions are bundled in the [myAudi app](#), which connects the customer's smartphone to the new Q3. This enables seamless transmission of navigation routes, for instance: As soon as the user gets into the car, route guidance is continued on the onboard monitor. When the user gets out of the Q3 at the end of the journey, the smartphone takes over again.

### **A new listening experience: telephony and sound system**

A range of hardware modules supplement the infotainment portfolio, including the [Audi phone box light](#). It charges the owner's smartphone inductively. To play music from an MP3 player, USB stick or smartphone via the in-car speakers, there are two USB ports in the Audi music interface (AMI). One of them is compatible with the new type C with fast transfer rates and symmetric connector for easy connection. In addition, two USB type C sockets and a 12V socket for the rear are standard. The [Audi smartphone interface](#), integrates the AMI, links customers' iOS and Android cell phones and places their Apple Car Play (via wireless connection) or Android Auto environment on the MMI display. A digital radio tuner rounds off the infotainment program.

The Bang & Olufsen Premium Sound System with virtual 3D sound provides fantastically three-dimensional audio. It has 15 speakers and produces a total output of 680 watts. Four additional speakers in the dashboard, which use the reflections of the windshield, and one speaker per D pillar generate the 3D sound. A special algorithm that Audi developed in collaboration with

All terms in blue in the text are explained in detail in the technology lexicon at [www.audi-mediacenter.com/en/technology-lexicon](http://www.audi-mediacenter.com/en/technology-lexicon).



the Fraunhofer Institute adds impressive width and depth to the sound and makes the interior of the Audi Q3 sound larger.

### **Driver assistance systems**

The new Audi Q3 is also at the top of its class when it comes to assist systems. One highlight which is available is the [adaptive cruise assist](#), which works with the six-speed S tronic. The system, which is active up to 200km/h, incorporates the functions of the [adaptive cruise control](#), [traffic jam assist](#) and [active lane assist](#). In this way it assists the driver with longitudinal and lateral control – substantially enhancing comfort on long journeys in particular.

The Audi Q3 makes manoeuvring easier thanks to functions such as the [park assist](#). It steers the SUV automatically into and out of parking spaces – the driver only needing to accelerate, brake and shift gears. If the driver wants to reverse out of a parallel parking space or a tight entrance, [cross traffic assist rear](#) is activated. The system monitors the area behind the vehicle using two radar sensors and alerts the driver in critical situations.

The four [360-degree cameras](#) are also useful when manoeuvring. When parking, they display the immediate surroundings of the Audi Q3 on the MMI touch display. The driver can switch between different views. In addition to the virtual bird's eye view, the reversing camera view and the front and rear 180-degree panoramic view, there is a detailed view of the front and rear wheels, enabling the driver to manoeuvre precisely up to the curb without accidentally damaging the wheel rim.

Both the [Audi pre sense basic](#) and [Audi pre sense front](#) safety systems are standard for the Audi Q3. The latter detects critical situations involving pedestrians, cyclists and other vehicles via mid-range radar and provides the driver with a visual, audible and haptic warning. If necessary it initiates emergency braking. Equipment also includes the [Audi side assist](#) lane-change warning system. If the two radar sensors at the rear detect a vehicle located in the blind spot or approaching quickly from behind, a warning LED is lit in the relevant exterior mirror. The [Audi active lane assist](#) is also available and is active from speeds of approximately 60km/h and helps prevent the vehicle inadvertently drifting out of the lane. If the driver has not set an indicator and the car is about to cross the lane markings, the system assists with corrective steering intervention.

[Emergency assist](#) detects within system limits whether the driver is inactive and accordingly provides a visual, acoustic and haptic warning. If this does not prompt a reaction from the driver, the system takes control of the Audi Q3 and automatically stops it in its own lane.



## **Suspension**

Nimble in town, agile on country roads, unruffled on highways – the new Audi Q3 combines sporty handling with considerably enhanced comfort. It also benefits from its long wheelbase here and thanks to the quattro drive, it keeps going where the asphalt ends. Ground clearance of 14 centimetres and a slope angle of 19 degrees at the front and 16 degrees at the rear equip the compact SUV for a variety of terrain.

### **Sporty design: steering system and axles**

The new Audi Q3 boasts steering that is sporty and direct with a ratio of 14.8:1.

The front axle of the compact SUV has a track width of 1584 millimetres, and has a McPherson-style structure with lower wishbones. In the rear, there is a four-link structure with a track width of 1576 millimetres. On each wheel, a trailing arm absorbs the tractive and braking forces; its bearing is relatively soft for the sake of ride comfort. By contrast, each of the three wishbones is tautly connected to the cross-member in the interest of dynamic handling – they process the lateral forces. The coil springs and the dampers are assembled separately from each other, increasing the volume of the luggage compartment.

### **Adaptable: the suspension with damper control**

As an alternative to the standard suspension. In conjunction with the [Audi drive select](#) dynamic handling system, there is also the [suspension with damper control](#). Sensors measure the movements of the vehicle body and the dampers are then adjusted accordingly to the road surface conditions and driving situation. The suspension provides the optimum damping force for each damper within milliseconds – low for hard bumps and high to brace the body during fast cornering or when braking. This significantly extends the driving properties of the Q3 even more and ensures enhanced driving dynamics with greater comfort.

### **A matter of adjustment: Audi drive select and electronic stability control**

To adjust the characteristics of an Audi Q3 to suit their requirements, the [Audi drive select](#) dynamic handling system will be available. This system allows the driver to choose between auto, comfort, dynamic, efficiency, offroad and individual mode. In every Q3, it influences the power-steering and engine characteristics. Optional technical components such as the six-speed S tronic and damper control can also be controlled.

hill descent control can provide assistance. Activated at the touch of a button, it constantly maintains the speed specified by the driver (up to a maximum of 30km/h) on a steep downhill gradient of more than six percent through automatic brake interventions. The driver specifies the preferred speed by accelerating or braking and is able to concentrate fully on the terrain.

With electronic stability control (ESC), the driver can additionally adjust the traction and driving stability to different terrains. The system operates with great precision and, along



with the standard mode that guides the wheels for optimum acceleration with very low wheel spin, also comprises an offroad mode. The system tolerates more spin here, making it easier to gain traction on unpaved roads. Hill hold assist works if the driver releases the brake while the car is stationary after applying for a while, the braking pressure is maintained for a moment. The driver can also deactivate the ESC entirely via a button.

#### **Best foot forward: wheels and brakes**

All wheels that Audi supplies for the new Q3 are made from cast alloy. They are 18 inches in diameter in the standard equipment package. The optional 19-inch wheels have 235/50 or 255/45 tyres.

#### **Drive system**

The Audi Q3 is being launched with a 1.4-litre TFSI powerplant outputting 110kW and 250Nm of torque. It accelerates the Audi Q3 35 TFSI with 6-speed S tronic from 0 to 100km/h in 9.2 seconds, and presses forcefully ahead up to a top speed of 207km/h.

#### **Transmission: gearbox and axle drive**

The front-wheel drive Audi Q3 35 TFSI will be released with a six-speed **S tronic** system. Its relatively close-ratio lower gears allow sporty acceleration, while the extremely wide ratio of the highest gear reduces engine speed and with it fuel consumption.

In the Q3 35 TFSI, the two dry clutches manage without their own oil supply thanks to its torque of 250Nm, improving efficiency. Oil is supplied to the gearwheels via a small, mechanically driven gear pump. In some situations, such as when starting off on a hill, a second, electrically driven pump is activated to meet the increased demand.