Audi RS 3: dancing in the snow

- **An emotive driving experience in the compact RS model**
- **RS-specific drive select mode for controlled drifting**
- **quattro drive system with RS Torque Splitter for more stability and agility**

Ingolstadt, March 24, 2022 – quattro is Audi, and Audi is quattro. The all-wheel-drive system is one of the core areas of expertise of the four rings and represents optimum traction on any surface. The quattro drive system is used in conjunction with the RS Torque Splitter for the first time in the Audi RS 3*. Drifting in an all-wheel-drive car? This is how it works in the RS 3* …

All you need to do is open the menu for the Audi drive select dynamic handling system. There are seven modes available: efficiency, comfort, auto, dynamic, RS Individual, and the two RS 3–specific driving profiles, RS Performance for the racetrack and RS Torque Rear for use on closed roads. That last mode is the setting you need to drift in the RS 3*.

The essential technical feature for this is the RS Torque Splitter – one of the top innovations in the Audi RS 3*. Although the quattro drivetrain is identical to the predecessor model as far as the rear axle, the rear-axle differential with an upstream multiplate clutch package has now been replaced by an electronically controlled multiplate clutch on each drive shaft. This enables the RS Torque Splitter to distribute the drive torque for the rear axle between the rear wheels fully variably. The result is better stability, particularly on wet ground, and improved agility during fast cornering.

Here's how it all works, technically speaking: The torque delivered to the transmission by the engine is converted depending on the gear selected and applied at the differential housing of the front-axle drive as overall drive torque. From there, the overall drive torque is distributed to the front wheels via the front-axle differential and, when the clutches of the RS Torque Splitter are closed, to the rear axle via the angle drive and the cardan shaft.

The cardan shaft is connected directly to the RS Torque Splitter without transmission gearing. The bevel gear transfers the torque for the rear axle to the ring gear of the rear-axle drive. If one front wheel slips, the torque released as a result can be distributed to one wheel or both wheels on the rear axle. A maximum of 50% of the drive force can be transferred to the rear axle. The RS Torque Rear mode, designed specifically for closed roads, induces considerable oversteer by transferring all of the rearward drive torque to the wheel on the outside of the curve.

**The collective fuel consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

Drifting and sporty driving with lateral dynamics are a huge amount of fun – especially with the five-cylinder turbocharged engine developing 400 PS, plus ceramic brakes and RS sport suspension.

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Fuel consumption and emission figures for the models named above:**

Audi RS 3
Combined fuel consumption in l/100 km *(US mpg)*: 8.8–8.2 *(26.7–28.7)*
Combined CO_2 emissions in g/km *(g/mi)*: 201–188 *(323.5–302.6)*

***The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO_2 emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the consumption and CO_2 emission values measured are in many cases higher than the values measured according to the NEDC. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp.*

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electric power consumption, CO_2 emissions and performance figures.

Further information on official fuel consumption figures and the official specific CO_2 emissions of new passenger cars can be found in the "Guide on the fuel economy, CO_2 emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).