



**Communications Model Lines, Innovation and Technology**

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**PRESS INFORMATION**

## **The new Audi Q3**

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The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted. Fuel consumption and emissions figures are indicated from page 19 on.



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 assist systems. These ensure additional comfort, as does the enhanced suspension. The new Audi Q3 will begin arriving at European dealerships at the end of the year.**

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

The new Audi Q3 looks much sportier than its predecessor. Thanks to the striking Singleframe in octagon design, which is divided up by vertical bars, along with the large air inlets. They characterize the masculine front-end with its intensive play of light and shadow. The narrow headlights run inwards with their wedge shape. Audi supplies them in three versions through to Matrix LED technology whose adaptive high beam intelligently illuminates the road. The side view epitomizes the balance of the exterior design with the symmetrical lighting graphics of the headlights and rear lights. The shoulder line formally connects them and, with strong muscles above the wheel wells, ensures an athletic overall impression. The contours draw their inspiration from Audi's quattro DNA and make the SUV seem even wider; the color-contrasting wheel arch trims emphasize 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 in many ways the brand's full-size models. The architecture harmonizes 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. All displays, buttons and controls are located ergonomically. The comfortable seats provide a sporty position; 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 4,484 millimeters (*176.5 in*) long, 1,849 millimeters (*72.8 in*) wide (with 17- and 18-inch wheels) and 1,585 millimeters (*62.4 in*) high without a roof antenna (1,616 millimeters (*63.6 in*) with antenna). Its wheelbase, which has been stretched by 77 millimeters (*3.0 in*), is spacious yet, at the same time, extremely versatile: As standard, the rear seats can be moved fore/aft by 150 millimeters (*5.9 in*).



Their three-way split backrests in the ratio 40:20:40 can be tilted in seven stages. Depending on the position of the rear seats and backrests, the luggage compartment capacity is between 530 and 1,525 liters (*18.7 and 53.9 cu ft*). The loading floor can be adjusted in up to three 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 also available as an option.

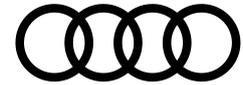
### **Digital world: Controls and displays**

The operating and display concept of the SUV has been overhauled from the ground up – Audi has done away with the analog instruments. Even the standard equipment includes a digital instrument cluster with a 10.25-inch screen diagonal, which the driver operates using the multifunction steering wheel. With the top-of-the-line equipment MMI navigation plus, the displays appear in the Audi virtual cockpit, which offers many additional functions. There is also a 10.1-inch touch display in the middle of the dashboard. As an option, the driver can choose the larger Audi virtual cockpit plus with three different views, including a new, particularly sporty display. The intuitive operating concept with its flat menu structure is supplemented by natural-language voice control. It also understands freely structured wording. The ingenious dialog manager asks questions if necessary, allows corrections, offers choices and defers to the speaker when interrupted. As an option, the voice control function accesses information stored in the vehicle as well as the detailed knowledge in the cloud to respond.

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

The top-of-the-line infotainment system 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 recognizes 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 filling stations appearing directly in the navigation map. The Audi Q3 utilizes the Audi fleet's swarm intelligence to forecast the availability parking spaces along streets, to provide information on hazardous spots and current speed limits.

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 and the smartphone calendar 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. It links the owner's smartphone to the vehicle's antenna and charges the phone inductively. The Audi smartphone interface links customers' iOS and Android cell phones and places their Apple Car Play 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 maneuvering easier thanks to the four 360 degree cameras. They show on the large infotainment screen the SUV's immediate surroundings. Here the driver can also follow the maneuvers completed by the park assist. The park assist 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 perpendicular 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 standard-fit 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**

A choice of three gasoline and two diesel engines, combined with front-wheel or quattro drive, is available for the Audi Q3. Their power outputs range from 110 kW (150 hp) to 169 kW (230 hp). All engines are four-cylinder direct injection units with turbocharging. They are powerful, refined and efficient. Power is transferred by a fast-shifting seven-speed S tronic or a six-speed manual transmission. Offroad, the permanent all-wheel drive delivers excellent driving pleasure with optimum traction and unshakable stability. Activated at the push of a button, the optional hill descent control maintains the 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 with six profiles – 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. Alternatively, there is the sport suspension – standard with the S line equipment – with tauter spring/damper tuning and progressive steering. Its ratio becomes increasingly direct with increasing steering angle, adding substantially to the agile road performance and light-footed handling of the new Audi Q3.



Facts and figures

## The new Audi Q3

### Dimensional and space concept

- Substantial increase compared with the preceding model: Length 4,484 millimeters (*14.7 ft*) (+96 mm (+*3.8 in*)), wheelbase 2,680 millimeters (*8.8 ft*) (+77 mm (+*3.0 in*)), width 1,849 millimeters (*6.1 ft*) (+18 mm (+*0.7 in*)), height 1,585 millimeters (*5.2 ft*) without antenna (-5 mm (-*0.2 in*))
- Very spacious interior, comfortable entry and good overview
- High variability: Rear bench seat can be moved fore/aft by 150 millimeters (*5.9 in*) as standard, backrest angle adjustable
- Luggage compartment with capacity of 530 to 1,525 liters (*18.7 – 53.9 cu ft*), as an option electric tailgate operated by foot movement

### Exterior design

- Front end with large Singleframe in octagonal design, wide frame and vertical slats
- **LED headlights** as standard; **matrix LED headlights** with adaptive high beam as an option
- 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
- Eleven paint colors and three equipment lines (standard, advanced, S line) for customization of the exterior design by means of specific add-on parts and colors
- “edition one” special edition model at market launch with paint finish in sporty pulse orange or elegant chronos gray and exclusive equipment

### Interior

- Interior design with taut lines, harmonious architecture and operating concept
- Large area in black glass look for the optional MMI touch display
- Three equipment lines: Basic, design selection interior and S line interior
- Seats from the next-highest vehicle category, optionally with electric adjustment; design selection and S line interiors come with sport seats as standard
- As an option, Alcantara surfaces in the interior and accent strips on the seats
- Contour/ambient light package for targeted light effects in the dark, adjustable in 30 colors (standard for the design selection interior)



### **Controls and displays**

- Digital instrument cluster as standard, multi-level options concept up to the [Audi virtual cockpit](#) plus with 12.3-inch screen diagonal and [MMI touch](#) display in 10.1-inch format
- MMI navigation plus top-of-the-range infotainment system 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](#), [Car-to-X](#) services such as traffic sign and hazard information
- Optional Audi connect navigation & infotainment plus with Google Earth, hybrid radio as well as online and onboard dual voice control system
- [myAudi app](#) for a seamless connection between car and smartphone that allows vehicle functions to be controlled from a distance
- Supplementary modules such as [Audi phone box](#), [Audi smartphone interface](#) and Bang & Olufsen Premium Sound System with 15 loudspeakers and virtual 3D sound are available

### **Driver assistance systems**

- The [Audi pre sense basic](#) safety system, [Audi pre sense front](#) as well as the [Audi side assist](#) lane change warning system, the [Audi active lane assist](#) lane departure warning system and adjustable [speed limiter](#) as standard
- Options include [adaptive cruise assist](#) (with S tronic), [park assist](#), [cross traffic assist rear](#) and [360 degree cameras](#)

### **Drive system and suspension**

- Three TFSI and two TDI engines; outputs range from 110 kW (150 hp) to 169 kW (230 hp)
- Power transmission on most engines occurs via a seven-speed [S tronic](#) and electronically regulated [quattro all-wheel drive](#), increased agility through [wheel-selective torque control](#)
- Balanced suspension tuning, option of sport suspension and [suspension with damper control](#)
- Further options: Dynamic handling system [Audi drive select](#) with six profiles, [progressive steering](#) and hill descent control
- Wheels from 17 to 20 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. It marks 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 digital cockpit and a large MMI touch display. Numerous infotainment solutions from the full-size segment connect 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. The horizontal slats are recessed and painted black. 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: all lines are logically interrelated. The side view epitomizes this 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. Its contours draw their inspiration from Audi's quattro DNA and make the SUV seem even wider; the color-contrasting wheel arch trims emphasize the offroad look. The low roof line ends in strong, evenly raked D pillars that give the Audi Q3 forward thrust even when stationary. 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. The L-shaped rear lights are 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 they form jagged angles on the outer edge. In the optional headlight variants, the daytime running lights trace a contour here that consists of one long segment and two short segments, producing a three-dimensional effect. Audi supplies the headlights in three different versions: [LED headlights](#) are fitted in the new Q3 series. As an option, there are the full LED headlights with functions such as highway beam and turning light, which stem from relocation of the low beam. The rear lights are also designed with LED technology here: the turn signal operates dynamically. In the [matrix LED headlights](#), the top-of-the-range version, nine LEDs generate the low beam and ten 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, the top headlights integrate the front and rear dynamic turn signal.

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

A total of eleven colors are available for the Audi Q3, including the new chronos gray and pulse orange paint finishes. Color-contrasting add-on parts accentuate the SUV look even more. The basic equipment includes bumpers, wheel-arch trims and sill side trims made of black grained plastic. If the customer chooses the optional advanced exterior line, these elements are painted in a contrasting color. The black grid of the Singleframe makes the radiator grill look even stronger, while silver elements catch the eye at the front and rear. 18-inch aluminum wheels with 235/55 tires replace the basic 215/65 R17 tires. The S line equipment includes the add-on parts in the color of the vehicle and dark gray; air inlets and sill trims – the latter with inserts – are contoured even more strikingly. In addition, the package contains a sport suspension and 18-inch wheels.

## 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 harmonizes with the digital operating concept. Its central element is the **MMI touch** display, which is almost imperceptibly inserted in the high-gloss black 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 center console, the MMI touch display is tilted towards the driver by ten 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 instrument panel 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 colors and materials. Q3 customers can choose between three equipment lines that can be freely combined with the exterior lines. In addition to the basic version, the interior design selection and the interior S line are available. Both options feature sport seats that are covered with a combination fabric/leatherette or fabric/leather and adorned with contrasting seams. Their side supports are accentuated with narrow colored stripes. In the interior S line, the seats feature S line embossing and the leather steering wheel bears a corresponding emblem. The pedal caps and footrests are made of stainless steel. Inlays made of dark aluminum and door sill panels with highlighted aluminum insets – standard in both equipment lines – round off the sporty interior and express the progressive design properties. Alternatively, those who prefer a classic look can choose wooden decor.

The Alcantara surfaces in the horizontal area of the dashboard and on the door armrests mark a warm contrast with the many aluminum and chrome applications. They are available in three colors, including a bold orange. In the interior design selection, they bring color into play as standard.

In the dark, two optional lighting packages highlight specific areas of the interior – the ambient lighting package and the contour/ambient lighting package. With the indirectly, extensively radiated ambient lighting, door panels and center tunnels look as if they are floating, whereas the focused contour lighting traces the concise design lines of the interior. The top-of-the-range version is standard in the interior design selection. Here, the light can be controlled in 30 colors, and also backlights the quattro logo on the passenger side of the dashboard as well as the Audi rings in front-wheel-drive models.

## **Body**

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

The new Audi Q3, which is based on the Volkswagen Group's modular transverse matrix, has grown in virtually all dimensions and is positioned in the upper compact SUV segment. At 4,484 millimeters (*14.7 ft*), it is 96 millimeters (*3.8 in*) longer than its predecessor. In terms of width, it has grown by 18 millimeters (*0.7 in*) to 1,849 millimeters (*6.1 ft*) (with 17- and 18-inch wheels), but at 1,585 millimeters (*5.2 ft*) without a roof antenna, it is 5 millimeters (*0.2 in*) shorter than the first-generation Q3. In combination with its wheelbase – extended by 77 millimeters (*3.0 in*) to 2,680 millimeters (*8.8 ft*) – 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 – with the option of electric adjustment and heating – come from the next-highest vehicle class and are especially comfortable. In terms of the steering wheels, the range follows the equipment lines. Whether round or flat-bottomed, whether with normal multifunction keys or large ones, whether with paddles or with a heatable rim – there is also a wide range of choice here.

One highlight is the standard-fit highly variable division of space: The rear seats can be moved fore/aft by 150 millimeters (*5.9 in*) (see illustration). Their backrests, split in the ratio 40:20:40, can be tilted in seven stages. As an option, there is an adjustable front center armrest with a storage compartment. The one for the rear passengers incorporates two cup holders as standard. Further comfort extras are the dual-zone deluxe automatic air-conditioning, auxiliary heating and two-piece panoramic glass sunroof.



**Capacity of up to 1,525 liters (*53.9 cu ft*): 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 liters (*18.7 or 23.8 cu ft*). With the backrests folded down the figure rises to 1,525 liters (*53.9 cu ft*). The loading floor can be adjusted in up to three levels; the low loading sill of 748 millimeters (*29.4 in*) makes 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.



The optional storage and luggage-compartment package ensures a tidy interior and a comfortable journey. Besides nets on the backs of the front seats and a storage compartment under the front passenger seat, it includes a luggage compartment net as well as LED spotlights in the tailgate to provide illumination whatever the vehicle is carrying.

### **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. Consequently, they 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 windshield is made of acoustic glass as standard. As an option, there is dark privacy glazing for the rear.

### **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 analog instruments. Even with the standard MMI radio, they are replaced by a digital instrument cluster with a 10.25-inch screen diagonal, which the driver operates using the multifunction steering wheel.

#### **First option: MMI radio plus**

The first configuration level is called MMI radio plus – here, the customer can upgrade the digital instrument to the [Audi virtual cockpit](#), which they can configure in many areas. In addition to the usual data such as road and engine speed, it also displays information on music tracks and Audi connect services. If the customer has specified navigation, the display also includes the navigation map. The MMI radio plus also includes an MMI touch display with an 8.8-inch screen diagonal. It is elegantly integrated into the high-gloss black glass-look surround in the center of the dashboard.

#### **The highest level: MMI navigation plus**

The most comprehensive infotainment system is the MMI navigation plus. Here, the MMI touch display measures 10.1 inches. In addition, the Audi virtual cockpit is available as an option in a plus version with a 12.3-inch screen diagonal. The driver can call up three different views on the screen, including a “dynamic” screen. Here, the engine and road speed are shown in square instruments with red graphical elements – a really sporty look. 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, as 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 recognizes 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 four times a year free of charge 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 suggests restaurants close by. The dialog manager asks questions if necessary, allows corrections, offers choices and also defers to the speaker when interrupted. The dialog 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 is also joined by 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 in almost all European countries 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 filling stations, which appear directly on the navigation map – where necessary also with dynamic additional information such as prices and availability. Further connect services are online media streaming, online news and Twitter and e-mail inbox access.

For its wide-ranging [Car-to-X](#) services, the Audi Q3 uses the fleet's swarm intelligence: Suitably equipped vehicles report moving into and out of parking spaces so that forecasts on vacant roadside parking spaces appear in many towns and cities. The cars from the swarm also warn each other of hazardous spots such as fog or black ice, and report current speed limits.



A [Wi-Fi hotspot](#) for the passengers' mobile devices that also supports the 5 GHz band completes the Audi connect portfolio. It allows download rates of up to 300 MBit/s and upload rates of up to 50 MBit/s. As an option, the customer can add on data packages conveniently from the car.

The optional add-on package Audi connect Navigation & Infotainment plus makes the navigation system even more attractive. High-resolution satellite images from Google Earth and detailed 3D models of many major European cities enhance the map and make navigation easier. The hybrid radio is another component of the package. Depending on a station's signal strength, it automatically switches between FM, DAB and the online stream to ensure optimum reception at all times. In conjunction with Audi connect Navigation & Infotainment plus, the natural voice control responds to inquiries not just with information stored onboard, but also with the detailed knowledge from the cloud. Online comparison 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**

Many 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. The app also supports music streaming and transfers the smartphone calendar to the MMI. Furthermore, the user can remotely lock and unlock the car, consult the current vehicle status, pinpoint where the car is parked and operate the optional auxiliary heating using the myAudi app. These services are part of the package [Audi connect safety & service](#) including remote services, which is standard starting from the MMI radio plus. Along with the statutory eCall emergency call system, it also includes a breakdown assistance call system and Audi service request.

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

A range of hardware modules supplement the infotainment portfolio, including the [Audi phone box](#). It links the owner's smartphone to the vehicle's antenna and charges the phone inductively. Another Audi phone box function, voice-over-LTE, helps to connect faster and makes it possible to use high-speed data transfer and high-resolution online voice telephony (HD Voice) at the same time.



To play music from an MP3 player, USB stick or smartphone via the in-car speakers, there are two USB ports in the optional 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 sockets and a 12 V socket for the rear are available. The [Audi smartphone interface](#), which integrates the AMI, establishes contact with customers' iOS and Android mobile phones and brings their Apple Car Play or Android Auto environment onto 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 the Fraunhofer Institute adds impressive width and depth to the sound – the interior of the Audi Q3 sounds larger.

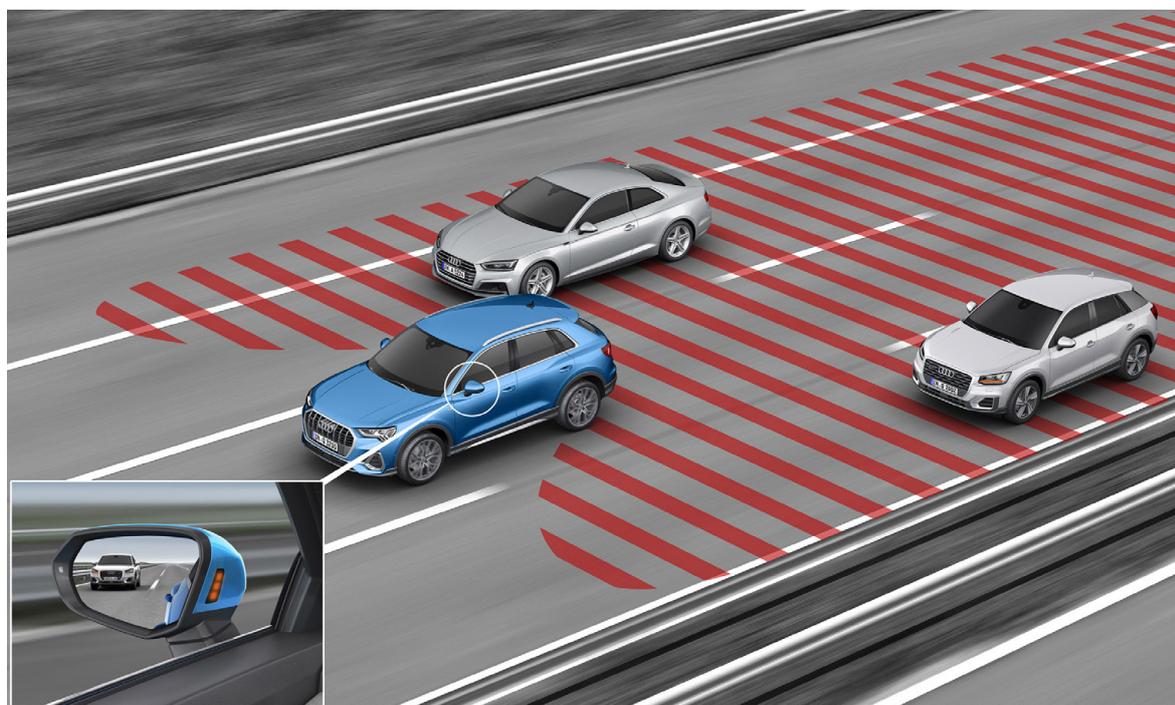
## **Driver assistance systems**

The new Audi Q3 is also at the top of its class when it comes to assist systems. One highlight is the [adaptive cruise assist](#), which Audi provides as an option for the engine versions with the seven-speed S tronic. The system, which is active up to 200 km/h (*124.3 mph*), 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 maneuvering easier thanks to functions such as the [park assist](#). It steers the SUV 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 perpendicular 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 maneuvering. 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. This enables the driver to maneuver precisely up to the curb without accidentally damaging the wheel rim.

The Audi Q3 has the [Audi pre sense basic](#) and [Audi pre sense front](#) safety systems as standard. 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. The standard equipment also includes the [Audi side assist](#) lane change warning (see illustration). 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](#) also comes as standard in the new Q3. It is active from speeds of approximately 60 km/h (*37.3 mph*) and helps prevent the vehicle from 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. As an option, the driver can set the steering wheel to provide an additional vibration.



Audi bundles the most important systems in the assistance package. Along with the adaptive cruise assist, it comprises camera-based [traffic sign recognition](#), the [parking system plus](#), the [high-beam assist](#) and the [emergency assist](#). The latter 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 centimeters (*5.5 in*) and an approach angle of 19 degrees and a departure angle of 16 degrees equip the compact SUV for easy terrain.

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

Even the standard steering system of the new Audi Q3 is sporty and direct with a ratio of 14.8:1. With the optional [progressive steering](#), this ratio applies to the central position – the further the driver turns the wheel, the more direct the ratio. At full lock, it is 11.4:1. This delivers handling benefits when maneuvering and in tight bends. The Audi Q3 can be moved agilely and precisely with little steering effort. Both standard and progressive steering have electromechanical power assistance that intensifies as the speed decreases for easier maneuverability.

The front axle of the compact SUV has a track width of 1,584 millimeters (*5.20 ft*), and has a McPherson-style structure with lower wishbones. In the rear, there is a four-link structure with a track width of 1,576 millimeters (*5.17 ft*). 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, Audi supplies a sport suspension with tauter spring/damper tuning – standard with the S line exterior equipment. 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 here. 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; 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 even more comfort.

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

To adjust the characteristics of an Audi Q3 to suit their requirements, customers can order the **Audi drive select** dynamic handling system as an option. 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 seven-speed S tronic and damper control can also be controlled.

In Audi drive select offroad mode, in which the adaptive dampers are set to soft, hill descent control can provide assistance (see illustration). Activated at the touch of a button, it constantly maintains the speed specified by the driver (up to a maximum of 30 km/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. This allows the driver to concentrate fully on the terrain. In addition the MMI displays the tilt angle accordingly.



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 is a standard feature: 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 on the German market are made from cast alloy. They are 17 inches in diameter in the standard equipment package, 18 inches in the exterior line advanced and S line. The optional 19-inch wheels – some made by Audi Sport – have tires of size 235/50 or 255/45. Matt titanium-look 20-inch wheels with 5-V-spoke star rims are available exclusively from Audi Sport. They are fitted with 255/40 tires. The driver can order a space-saving spare tire on request. Mounted behind the large wheels are powerful brakes. Depending on the engine type, the ventilated disk brakes on the front axle are up to 340 millimeters (*13.4 in*) in diameter, and the rear disk brakes up to 310 millimeters (*12.2 in*).

### **Powertrain**

A choice of three gasoline and two diesel engines, combined with front-wheel or quattro drive, is available for the Audi Q3. Their power outputs range from 110 kW (150 hp) to 169 kW (230 hp). They are all powerful, refined and efficient four-cylinder turbo engines with a particulate filter. A start-stop system is a standard feature.





### Wide range: the TFSI engines

The entry-level engine is the 1.5-liter gasoline engine with 110 kW (150 hp) and 250 Nm (184.4 lb-ft) of torque. It is available exclusively with front-wheel drive. With the manual six-speed transmission, the Audi Q3 35 TFSI (combined fuel consumption in l/100 km: 6.3 - 6.0\* (37.3 - 39.2 US mpg); combined CO<sub>2</sub> emissions in g/km: 145 - 139\* (233.4 - 223.7 g/mi)) accelerates from 0 to 100 km/h (62.1 mph) in 9.6 seconds, and takes it to a top speed of 211 km/h (131.1 mph). If the customer chooses the seven-speed S tronic (combined fuel consumption in l/100 km: 5.9 - 5.7\* (39.9 - 41.3 US mpg); combined CO<sub>2</sub> emissions in g/km: 134 - 130\* (215.7 - 209.2 g/mi)), the sprint takes 9.2 seconds, with the propulsive power ending at 207 km/h (128.6 mph). The [cylinder on demand](#) efficiency system is a major reason for the low fuel consumption. Actuators on the camshafts temporarily shut down the second and third cylinders at low and medium loads by closing the inlet and outlet valves. The engine management system suppresses fuel injection and ignition.

The compact 1.5 TFSI is exceptionally light by virtue of its aluminum crankcase. Its cylinder linings have an iron coating that is applied via plasma spraying and significantly reduces friction. The cooling module allows efficient thermal management, assisted by the exhaust manifold integrated in the cylinder head. The turbochargers generate up to 1.3 bar of (relative) charging pressure. The common-rail system injects the fuel at up to 350 bar – the high pressure results in spraying, even distribution of the flame front and low particulate emissions.

<b>Audi Q3</b>	<b>35 TFSI</b>	<b>35 TFSI S tronic</b>
<b>Displacement</b> in cc	1,498	1,498
<b>Max. power output</b> in kW (hp) at rpm	110 (150) at 5,000 - 6,000	110 (150) at 5,000 - 6,000
<b>Max. torque</b> in Nm (lb-ft) at rpm	250 (184.4) at 1,500 - 3,500	250 (184.4) at 1,500 - 3,500
<b>Top speed</b> in km/h (mph)	211 (131.1)	207 (128.6)
<b>Acceleration</b> 0 - 100 km/h (0 - 62.1 mph) in s	9.6	9.2
<b>Fuel consumption (combined)</b> in l/100 km (US mpg)*	6.3 - 6.0 (37.3 - 39.2)	5.9 - 5.7 (39.9 - 41.3)
<b>Combined CO<sub>2</sub> emissions</b> in g/km (g/mi)*	145 - 139 (233.4 - 223.7)	134 - 130 (215.7 - 209.2)
<b>Powertrain</b>	Front-wheel drive	Front-wheel drive
<b>Transmission</b>	Six-speed manual transmission	Seven-speed S tronic

\* Figures depend on the tires/wheel sets used



The 2.0 TFSI is available in two different versions. It is always coupled with the seven-speed S tronic and quattro drive. In the first power level, it delivers 140 kW (190 hp), unleashing maximum torque of 320 Nm (*236.0 lb-ft*) at between 1,500 and 4,200 rpm. As a result, the Audi Q3 40 TFSI (combined fuel consumption in l/100 km: 7.5 - 7.2\* (*31.4 - 32.7 US mpg*); combined CO<sub>2</sub> emissions in g/km: 170 - 164\* (*273.6 - 263.9 g/mi*) sprints from 0 to 100 km/h (*62.1 mph*) in 7.4 seconds and reaches a top speed of 220 km/h (136.7 mph). The more powerful version, the Audi Q3 45 TFSI (combined fuel consumption in l/100 km: 7.6 - 7.3\* (*30.9 - 32.2 US mpg*); combined CO<sub>2</sub> emissions in g/km: 173 - 167\* (*278.4 - 268.8 g/mi*)), produces 169 kW (230 hp) and 350 Nm (*258.1 lb-ft*) at between 1,500 and 4,400 rpm, ensuring sporty performance. It is 1.1 seconds quicker to reach 100 km/h (*62.1 mph*) from a standing start and has a top speed of 233 km/h (*144.8 mph*).

The technical refinements of the two-liter gasoline engine include additional manifold injection. It replaces the FSI direct injection in various load and engine-speed ranges. This reduces particulate formation, even with engine-out emissions. The [Audi valvelift system](#) adjusts outlet-valve timing over two stages, thus optimizing internal gas flow. A compact rotary valve module for thermal management and the exhaust manifold integrated in the cylinder head both make a major contribution to efficiency.

<b>Audi Q3</b>	<b>40 TFSI quattro S tronic</b>	<b>45 TFSI quattro S tronic</b>
<b>Displacement</b> in cc	1,984	1,984
<b>Max. power output</b> in kW (hp) at rpm	140 (190) at 4,200 - 6,700	169 (230) at 5,000 - 6,700
<b>Max. torque</b> in Nm ( <i>lb-ft</i> ) at rpm	320 ( <i>236.0</i> ) at 1,500 - 4,200	350 ( <i>258.1</i> ) at 1,500 - 4,400
<b>Top speed</b> in km/h ( <i>mph</i> )	220 ( <i>136.7</i> )	233 ( <i>144.8</i> )
<b>Acceleration</b> 0 - 100 km/h (0 - 62.1 mph) in s	7.4	6.3
<b>Fuel consumption (combined)</b> in l/100 km ( <i>US mpg</i> )*	7.5 - 7.2 ( <i>31.4 - 32.7</i> )	7.6 - 7.3 ( <i>30.9 - 32.2</i> )
<b>Combined CO<sub>2</sub> emissions</b> in g/km ( <i>g/mi</i> )*	170 - 164 ( <i>273.6 - 263.9</i> )	173 - 167* ( <i>278.4 - 268.8</i> )
<b>Powertrain</b>	quattro drive	quattro drive
<b>Transmission</b>	Seven-speed S tronic	Seven-speed S tronic

\* Figures depend on the tires/wheel sets used



**Economical and refined: the TDI**

The lineup of diesel engines includes a 2.0 TDI with 110 kW (150 hp). Its highlights are two balancer shafts in the crankcase, the minimized internal friction and a common-rail system with maximum pressure of 2,000 bar. The smooth-running engine delivers 340 Nm (250.8 lb-ft) of torque to the camshaft at between 1,750 and 3,000 rpm. In combination with S tronic and front-wheel drive, the Audi Q3 35 TDI (combined fuel consumption in l/100 km: 4.9 - 4.7\* (48.0 - 50.0 US mpg); combined CO<sub>2</sub> emissions in g/km: 128 - 123\* (206.0 - 197.9 g/mi)) sprints from 0 to 100 km/h (62.1 mph) in 9.2 seconds, with the propulsive power ending at 207 km/h (128.6 mph). With the six-speed manual transmission and quattro drive (combined fuel consumption in l/100 km: 5.7 - 5.5\* (41.3 - 42.8 US mpg); combined CO<sub>2</sub> emissions in g/km: 150 - 145\* (241.4 - 233.4 g/mi)), it accelerates from 0 to 100 km/h (62.1 mph) in 9.3 seconds and peaks at 211 km/h (131.1 mph).

In the highest power level, the 2.0 TDI produces 140 kW (190 hp). It is exclusively available with quattro drive and coupled with the seven-speed S tronic. Its 400 Nm (295.0 lb-ft) of torque is generated between 1,750 and 3,250 rpm. As a result, the Audi Q3 40 TDI (combined fuel consumption in l/100 km: 5.6 - 5.5\* (42.0 - 42.8 US mpg); combined CO<sub>2</sub> emissions in g/km: 148 - 145\* (238.2 - 233.4 g/mi)) accelerates from 0 to 100 km/h (62.1 mph) in 8.0 seconds and reaches a top speed of 221 km/h (137.3 mph).

<b>Audi Q3</b>	<b>35 TDI S tronic</b>	<b>35 TDI quattro</b>	<b>40 TDI quattro S tronic</b>
<b>Displacement</b> in cc	1,968	1,968	1,968
<b>Max. power output</b> in kW (hp) at rpm	110 (150) at 3,500 - 4,000	110 (150) at 3,500 - 4,000	140 (190) at 3,500 - 4,000
<b>Max. torque</b> in Nm (lb-ft) at rpm	340 (250.8) at 1,750 - 3,000	340 (250.8) at 1,750 - 3,000	400 (295.0) at 1,750 - 3,250
<b>Top speed</b> in km/h (mph)	207 (128.6)	211 (131.1)	221 (355.7)
<b>Acceleration 0 - 100 km/h</b> (0 - 62.1 mph) in s	9.2	9.3	8.0
<b>Fuel consumption</b> <b>(combined)</b> in l/100 km (US mpg)*	4.9 - 4.7 (48.0 - 50.0)	5.7 - 5.5 (41.3 - 42.8)	5.6 - 5.5 (42.0 - 42.8)
<b>Combined CO<sub>2</sub> emissions</b> in g/km (g/mi)*	128 - 123 (206.0 - 197.9)	150 - 145 (241.4 - 233.4)	148 - 145 (238.2 - 233.4)
<b>Powertrain</b>	Front-wheel drive	quattro drive	quattro drive
<b>Transmission</b>	Seven-speed S tronic	Six-speed manual transmission	Seven-speed S tronic

\* Figures depend on the tires/wheel sets used



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

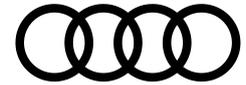
All engines in the new Audi Q3 work in conjunction with a seven-speed [S tronic](#). Its relatively close-ratio lower gears allow sporty acceleration, while the extremely wide ratio of the highest gear reduces engine speed and with it fuel consumption. The start-stop function deactivates the engine when the speed falls below 7 km/h (*4.3 mph*). Alternatively, a six-speed [manual transmission](#) is available for the Q3 35 TFSI and the Q3 35 TDI.

Two variants of the compact, rapidly-shifting dual-clutch transmission are used. With all engines – except the Q3 35 TFSI – the seven-speed S tronic has wet clutches. The shared oil circuit is used both to cool the clutch and to lubricate the wheelset. This allows the high torques of the powerful gasoline and diesel engines to be transmitted. Oil cooling can optimally dissipate the high levels of heat generated when starting off and changing gear. In the entry-level gasoline version, the two dry clutches manage without their own oil supply on account of the lower torque of 250 Nm (*184.4 lb-ft*). This improves efficiency even further. 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. In conjunction with Audi drive select, both versions of the seven-speed S tronic provide a freewheel function that becomes active in many situations if the driver takes their foot off the accelerator. It is deactivated in dynamic and offroad modes.

Whereas the Audi Q3 35 TFSI exclusively uses front-wheel drive, the [quattro permanent all-wheel-drive](#) is standard with the two-liter gasoline engines and the most powerful diesel engine. It gives the new Q3 a major boost in terms of traction, stability and dynamic handling system in all road conditions. Its centerpiece is an electronically controlled hydraulic multi-plate clutch on the rear axle. The management system can already begin sending a portion of the torque from the front axle to the rear axle when the driver turns sportily into a corner, for example. As soon as the driver accelerates, the power presses the SUV into the curve. At the limits of performance, the quattro drive works closely with the [wheel-selective torque control](#) a software function that further improves handling through short, targeted brake interventions on the individual wheels.

### **Market launch and special-edition model**

The new Audi Q3 will be manufactured at the Győr plant in Hungary. Vehicles will be delivered in Germany and other European countries at the end of the year. As standard, the compact SUV is fitted with the digital instrument cluster, MMI radio including Bluetooth, multifunction leather steering wheel, air conditioning and [LED headlights](#). The rear seats, which can be adjusted fore/aft and for tilt, the height-adjustable loading floor along with numerous storage compartments make the vehicle extremely versatile.



In terms of assist systems, along with the [Audi pre sense basic](#) and [Audi pre sense front](#) safety systems, the [Audi side assist](#) lane change warning system and the [Audi active lane assist](#) lane departure warning system are fitted ex works. The light/rain sensor and the adjustable [speed limiter](#) also come as standard.

On market launch of the compact family SUV, Audi is offering its customers the special-edition “edition one” model. Its extensive equipment is based on the S line with a particularly sporty exterior. Other features are the sport suspension, 20-inch wheels and [matrix LED headlights](#). Sporty pulse orange and elegant chronos gray are available as paint finishes. The Audi rings in the Singleframe and the model designation on the rear are exclusively finished in black. Highlights in the interior include sport seats with specific contrasting stitching, the flat-bottomed leather steering wheel, the contour/ambient lighting package and aluminum-look trim. Elements of the dashboard and the door armrests are finished in Alcantara.