

The Audi RS 7 Sportback and the new Audi RS 7 Sportback performance

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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.

All terms marked in blue in the text are explained in detail in the technology lexicon at <https://www.audi-mediacycenter.com/en/audi-technology-lexicon> for a detailed explanation.

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Condensed Information

Dynamic power meets expressive design: the RS 7 Sportback performance

- **Power increase of 30 PS and 50 Nm makes for a faster sprint from 0–100 km/h in 3.4 seconds**
- **Matte exterior components and blue interior accents highlight the exclusive character of the performance models**
- **More precise handling thanks to optimized self-locking center differential, new 22-inch lightweight wheels, and high-performance tires**

Neckarsulm / Ingolstadt, June 2023 – More powerful and faster than any RS 7* to date, the new Audi RS 7 Sportback performance* (combined fuel consumption in l/100 km (62.1 mi): 12.6 – 12.1 (18.7 – 19.4 US mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7 – 437.7 g/mi) (WLTP)) is bursting with extras that sharpen the models' appearance and make for a more emotive driving experience. The potent 4.0-liter V8 biturbo TFSI engine now has an engine power of 463 kW (630 PS) and a maximum torque of 850 Nm.**

At Audi, “performance” means more power. Larger turbochargers and an increase in boost pressure from 2.4 to 2.6 bar in the 4.0-liter V8 biturbo TFSI engine of the RS 7 Sportback performance* (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)) allow an increase of 30 PS in engine power and 50 Nm more torque compared to the base version. This means total power rises from 441 kW (600 PS) to 463 kW (630 PS) and maximum torque rises from 800 to 850 Nm (590 to 627 lb-ft). The performance model (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)) sprint from 0 to 100 km/h (0 to 62.1 mph) in 3.4 seconds, 0.2 seconds faster than the RS 7 base version.

Less is sometimes more: Reduced insulation between the engine compartment, the interior, and the rear of the vehicle ensures the RS 7 Sportback performance* will thrill customers with an exciting, next-level sound experience – the reduction also makes the car eight kilograms (17.6 lbs) lighter. The RS 7 Sportback performance* has a total unladen weight of 2,065 kg (4,552.5 lbs).

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For heightened driving dynamics: new self-locking center differential

Power from the 4.0 TFSI engine flows through a standard eight-speed tiptronic with faster shifting times to the quattro permanent all-wheel drive system. The mechanical center differential distributes engine power to the rear axle at ratio of 40 : 60, and if slippage occurs, more torque is automatically applied to the axle with better traction – up to 70 percent can flow to the front axle and up to 85 percent to the rear axle. The self-locking center differential is lighter and more compact, improving driving dynamics as well as offering noticeably more precise cornering which makes for less understeer at the handling limits. As an added improvement, the steering response is more exact with customers benefitting from a more agile driving experience overall.

Exclusive and performing: 22-inch wheels with high-performance tires

The new RS 7 Sportback performance* rides on standard 21-inch aluminum cast wheels in a ten-spoke star design and 275/35 tires. Besides 22-inch cast aluminum wheels, 22-inch lightweight wheels are also available for an even sportier look – in burnished glossy metallic black, matte gray, matte black, or matte neodymium gold. Inspired by motorsport, the airy 5-Y spoke design aids brake cooling and the lighter rims are manufactured in a high-tech forging-milling process. The new lightweight wheel is around five kilograms (11 lbs) lighter than the 22-inch aluminum wheel on the current RS 7 Sportback* – this 20-kilogram (44 lbs) weight reduction in unsprung mass improves throttle response.

New high-performance Continental “Sport Contact 7” 285/30 tires, which are part of the new lightweight wheel, play a key role in reducing weight. The tires offer consistently better grip on both dry and wet roads and reduce understeering when cornering at speed, making for overall more precise handling across the entire speed range. Additionally, the stopping distance is up to two meters shorter with the new wheels when braking from 100 to 0 km/h (62.1 to 0 mph).

The Audi drive select dynamic handling system lets the driver control the vehicle’s character. Six profiles are available: efficiency, comfort, auto, dynamic, as well as two customizable RS-specific RS1 and RS2 modes.

Each of the different driving modes in the performance models is a much more unique experience. For example, the gliding mode now only activates automatically in the efficiency profile, which means in speed ranges up to 160 km/h (99.4 mph), it switches off the combustion engine and coasts with no fuel consumption or drag from the engine. Additionally, fine-tuning to the engine control unit software makes for tighter load changes in S mode when the dynamic drive select mode or driving mode S is active, further heightening driving emotion. The updated software in the transmission control unit makes for faster shifting times and a noticeably increased contrast between the various driving modes.

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RS Dynamic Package as standard

The RS Dynamic Package is standard equipment in the RS 7 performance* model (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)). This includes the increase in top speed to 280 km/h (174 mph), dynamic all-wheel steering (the RS-specific software update helps the driver with active steering corrections on the front and rear axles), and the quattro sport differential on the rear axle.

The RS Dynamics Package plus is also available as an option, which in addition to the RS Dynamics Package, raises the top speed to 305 km/h (189.5 mph) and includes an RS ceramic brake system. Customers can order the calipers in gray, red, or blue and discs measure 440 mm (17.3 in) at the front and 370 mm (14.6 in) at the rear. The RS ceramic brake system weights a total of approx. 34 kg (75.0 lbs) less than its steel counterpart for a reduction of the unsprung mass.

For a grand entrance: fresh exterior colors and styling packages

The new RS 7 Sportback performance* is available in a total of 16 exterior colors – for the first time, metallic and matte Ascari Blue and matte Dew Silver are included. The performance models stand out with standard RS exterior components in matte gray, including the exterior mirrors, the front spoiler, the front side flaps, the side sill inserts, the roof rails, and the trim on the side windows and rear diffuser. A matte carbon/black styling package is also an option, in which the roof rails and trim on the side windows are black. The Audi rings and model badge are available in the customer's choice of chrome or black.

Out of the blue: new interior accents and features

In the interior, the lineup of familiar RS design packages in gray and red has been expanded to include blue. The steering wheel rim in Alcantara black features contrasting stitching in Mercato blue, whilst the floor mats, the side of the center console, and the selector lever cuff also come with blue contrasting stitching. The seat belts are full-surface ocean blue with the decorative inlays in a carbon twill structure with optional blue accents. The selector lever knob and the side of the center console are made with Dinamica microfiber, which consists of around 45 percent recycled PET fibers and the sports seats feature high-quality Valcona leather upholstery perforated with honeycomb stitching with contrasting stitching in Mercato blue. Another distinguishing feature is an entrance LED in the front doors that projects the lettering “RS performance” onto the ground next to the car.

Customers can order RS design packages in the three available color variants with optional additional features: decorative inlays, door armrests, and center armrest in Dinamica microfiber. An added benefit of this equipment variant is the seat center panel with a gray, red, or blue inlay, while the customer's chosen color shows through in the perforated sports seats and the seat backs feature RS embossing in matching colors.

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Customers can use the new “Audi Exclusive Customizer” visualization tool to design their vehicles in thousands of individual combinations and thus create their own personal special edition. They can choose from a wide range of individual paint finishes as well as leather and stitching colors; the tool uses a 3D model to visualize the customization process. [Check out the configurator here.](#)

The displays of the standard 12.3-inch Audi virtual cockpit plus offer new features including a blinking shift indicator in manual transmission mode, which changes the RPM display from green to yellow to red, blinking in a manner akin to that used in motorsport, to indicate the optimal time to change gears. Then there is Launch Control, which fully exploits the acceleration potential of the RS 7 Sportback performance* by signaling the ideal moment to accelerate off the line, with new traffic light icons.

The Basic Facts

The Audi RS 7 Sportback

Exterior design and lighting technology

- > Stand-alone exterior design: 5,009-millimeter (197.2 in) coupé-like grand tourer shares just four parts with the A7 Sportback
- > Wider than ever before: 1,950 millimeter (76.8 in), flared wheel arches projecting 20 millimeters (0.8 in) on each side allow the RS 7 Sportback to sit low to the ground
- > Singleframe without chrome frame even broader and flatter
- > RS specific [HD matrix LED headlights](#) with [Audi laser light](#) and dark bezels available as options
- > Alloy wheels in 21-inch or 22-inch sizes with RS 7-specific design
- > Spoiler extends from tailgate at 100 km/h (62.1 mph)
- > RS exhaust system with oval tailpipes on both sides
- > Three styling packages add exterior highlights in glossy black, carbon or matte aluminum
- > Audi rings and RS logos in glossy black upon request
- > Thirteen exterior paint finishes, including the two RS-specific shades of Nardo gray and Sebring black, crystal effect; five matte effect paint finishes
- > Additional customization options available through the Audi exclusive program

Engine and drivetrain

- > More power, greater efficiency: 4.0 TFSI twin-turbo V8 producing 441 kW (600 PS) and 800 Nm (590 lb-ft)
- > Extra 22 kW (30 PS) thanks to larger compressor wheel and increased boost pressure
- > Breathtaking acceleration: from 0 to 100 km/h (0 to 62.1 mph) in just 3.6 seconds and to 200 km/h (124.3 mph) in only 12.0 seconds
- > Top speed can be raised to as much as 305 km/h (189.52 mph) (with the RS dynamic package plus)
- > [Mild-hybrid system \(MHEV\)](#) based on the 48-volt main electrical system; enables gliding with the engine switched off, fast restart, and an extended stop/start range
- > [Cylinder on demand \(COD\)](#) system for temporarily shutting off four of the eight cylinders
- > [Eight-speed tiptronic](#) makes it possible to deploy the 100 Nm (73.8 lb-ft) of extra torque
- > [quattro permanent all-wheel drive](#) with self-locking center differential as standard: power distribution 40 : 60 by default and up to 70 : 85 as needed

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Suspension

- > Advanced five-link front and rear axles
- > Wide range of driving characteristics adjustable via [Audi drive select](#)
- > RS1 and RS2 modes can be customized and saved in MMI touch response, allowing quick access and switching between modes via RS MODE steering wheel button
- > Standard [RS adaptive air suspension](#) with active damping is 50 percent stiffer than the air suspension in the A7 Sportback
- > Optional: enhanced RS sport suspension plus with [Dynamic Ride Control \(DRC\)](#) reduces pitch and rolling movements during dynamic cornering
- > Sporty and direct [progressive steering](#) as standard, [dynamic all-wheel steering](#) with RS-specific tuning available as option
- > quattro [sport differential](#) can transfer drive torque between rear wheels
- > ten-piston RS ceramic brake system with large ceramic discs measuring 440 mm (17.3 in) at the front and 370 mm (14.6 in) at the rear

Body

- > Spacious interior, more head and knee room in for rear seats
- > Luggage compartment with increased load-through width and 535 to 1,390 liters volume (18.9 to 49.1 cu ft)
- > Optional power rear hatch with sensor-controlled activation by foot gesture
- > Top values in aerodynamics and aeroacoustics, high passive safety

Interior, colors, and materials

- > Spacious interior comes with five seats for the first time
- > Interior design with clean design language, fusion of architecture and operation
- > Visually seamlessly integrated 10.1-inch display (option), few physical buttons and controls
- > Color highlights in the interior: RS design package available in red or gray
- > Sportiness combined with comfort: RS sport seats fitted with ventilation function for the first time
- > Additional customization options available through the Audi exclusive program

Controls, infotainment, and driver assist systems

- > Digital [MMI touch response](#) control system with two displays plus [natural-language voice control](#), multifunction steering wheel with aluminum paddles and [head-up display](#) (optional)
- > RS-specific content on 10.1-inch infotainment display: RS monitor with temperature monitor, tire pressure monitor, and g-meter display
- > Top MMI navigation plus infotainment system with Wi-Fi hotspot and LTE Advanced
- > [Audi virtual cockpit](#) with RS-specific displays such as g-meter, shift light, oil temperature, tire pressure, tire temperature, acceleration, and lap time measurement
- > Smart navigation functions, [Audi connect](#) with various [Car-to-X services](#)
- > [Central driver assistance controller \(zFAS\)](#) for more than 30 driver assist systems, including [adaptive cruise assist \(AFA\)](#)

The Car in Detail

High performance at its most beautiful: the Audi RS 7 Sportback and the RS 7 Sportback performance

With the Audi RS 7 Sportback* and Audi RS 7 Sportback performance* Audi Sport has produced an innovative sedan with a coupé-like grand tourer design. The four-door high-performance model offers a design all its own and a twin-turbo V8 with improved performance and enhanced efficiency thanks to its mild-hybrid system. As a five-seater, the RS 7 Sportback* takes all-rounder capabilities to the next level.

Exterior design

The Audi RS 7 Sportback* and the RS 7 Sportback performance* sit low to the ground. The flared wheel arches emphasize the spectacularly sporty nature of the high-performance model. The noticeable width is no optical illusion – at 1,950 millimeters (76.8 in) at the front fenders, the tape measure has to stretch an extra 20 millimeters (0.8 in) on each side over the Audi A7 Sportback*. The RS 7 Sportback* and the RS 7 Sportback performance* share the coupé-like lines of the base model's body but have only four identical parts: the hood, the roof, the front doors, and the tailgate. The RS-specific exterior design lends the 5,009-millimeter (197.2-inch) grand tourer a character all its own.



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The front end of the RS 7 Sportback* and the RS 7 Sportback performance* features a broader and flatter Singleframe than the A7 Sportback*, with no contrasting chrome border. The radiator protective grille with its RS-specific three-dimensional honeycomb structure has retained its glossy black appearance. Inspired by the Audi R8 supercar, distinctive air inlets on the front end with glossy black vertical wings emphasize the powerful styling. A horizontal blade marks a distinctive downward edge to the front end.

The side view of the Audi RS 7 Sportback* and the RS 7 Sportback performance* reveals sharply defined lines and curved surfaces appearing like well-toned muscles. A low shoulder line shifts the visual emphasis downward, while the window line rises toward the rear, giving a sense of dynamism even when the vehicle is stationary. The RS specific door sills with black inlays accentuate the high-performance Sportback's distinct impression of forward movement.



The rear end's sweeping spoiler lip and strip of lights linking the main rear lights together are among the characteristic defining features of the RS 7 Sportback* and RS 7 Sportback performance*. At a speed of 100 km/h (62.1 mph), a spoiler will extend from the tailgate. The RS exhaust system, with a large, chrome-colored oval tailpipe on each side, sits beneath an RS-specific bumper with a rear diffuser in gloss black.

Customers can tailor the RS 7 Sportback* and RS 7 Sportback performance* to suit their preferences, with a wide range of variations and numerous equipment options offering plenty of room for personalization. The range of colors for the RS 7* encompasses thirteen exterior paint finishes, including the two RS-specific shades of Nardo gray and Sebring black, crystal effect. There are also five matte effect paint finishes available exclusively for the RS 6* and RS 7* models.

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The exterior mirror housings on the RS 7* are glossy black as standard, with aluminum matte or body color available as options. Flaps, blades, sill inlays, window slot trims, and the rear diffuser clip can fall under one of three styling packages in matte aluminum, glossy black, or carbon.

Upon request, the Audi rings and RS logos at the front and rear are also available in glossy black for the black and carbon styling packages. For a more understated look, it is also possible to request that the Audi rings and RS badges be omitted entirely. The diverse Audi exclusive range offers additional possibilities for personalization.

Fresh exterior colors and styling packages for the Audi RS 7 performance*

The new RS 7 Sportback performance* is available in a total of 16 exterior colors – for the first time, metallic and matte Ascari Blue and matte Dew Silver are included. The performance models stand out with standard RS exterior components in matte gray, including the exterior mirrors, the front spoiler, the front side flaps, the side sill inserts, the roof rails, and the trim on the side windows and rear diffuser. A matte carbon/black styling package is also an option, in which the roof rails and trim on the side windows are black. The Audi rings and model name is available in the customer's choice of chrome or black.

Lighting technology

The RS 7 Sportback* and the RS 7 Sportback performance* roll off the assembly line with LED headlights as standard. The daytime running light signature consists of twelve light segments that are positioned vertically next to each other, separated by narrow spaces – conjuring up an association with the ones and zeroes of the digital world. In the lower zone are the turn signals and the two-line Matrix high beam, which is made up of 32 individually controllable LEDs. They illuminate the road dynamically and precisely while leaving other road users out of the cone of their light. The LEDs also act as cornering lights. The tinted [HD matrix LED headlights](#) with [Audi laser light](#) and the LED rear lights are equipped with dynamic turn signal lights and run through RS-specific sequences when the vehicle is locked and unlocked.

The Audi laser light, recognizable by the blue marker in the reflector, doubles the range of the high-beams. In each headlight, a small laser module generates a light cone that acts as a spotlight extending several hundred meters. The monochromatic and coherent blue laser beam has a wavelength of 450 nanometers. A phosphor converter converts it into soft light suitable for roadway use with a color temperature of 5,500 kelvin, ideal for the human eye. This enables the driver to recognize contrasts more effectively and helps to prevent fatigue. The laser spotlight, which is activated at speeds of more than 70 km/h (43.5 mph), offers tremendous advantages in terms of visibility and safety. If the camera on the windshield detects other vehicles within range, the laser spotlight is dimmed automatically.

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The rear lights on the large grand tourer also appear digital. Each unit comprises 13 vertical segments that alternate with the brake light, which is also segmented. The LED light strip – an homage to the Sport quattro – interconnects the lighting units. The rear fog light is positioned in the center, as on a racing car.

Engine

The 4.0 TFSI in the Audi RS 7 Sportback* (combined fuel consumption in l/100 km (62.1 mi)**: 12,6 – 12,0 (18.7– 19.6 US mpg) (WLTP); combined CO₂ emissions in g/km: 285 - 272 (458.7 – 437.7 g/mi) (WLTP)) delivers 441 kW (600 metric hp) and a constant 800 Nm (590 lb-ft) of torque across a wide engine speed range from 2,050 to 4,500 rpm. The high performance Sportcoupé will sprint from 0 to 100 km/h (0 to 62.1 mph) in only 3.6 seconds and will continue on to 200 km/h (124.3 mph) in just 12 seconds. The top speed is electronically limited to 250 km/h (155.3 mph). The optional dynamic package increases the top speed to 280 km/h (174.0 mph) or even up to 305 km/h (189.5 mph) with the RS dynamic package plus.

Audi RS 7 Sportback*	4.0 TFSI quattro
Displacement in cc	3,996
Max. power output in kW (metric hp) at rpm	441 (600) at 6,000–6,250
Max. torque in Nm (lb-ft) at rpm	800 (590.0) at 2,050–4,500
Top speed in km/h (mph)	250 (280/305) (155.3 (174.0/189.5))
Acceleration 0–100 km/h (62.1 mph) in s	3.6

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Fuel consumption (combined) in l/100 km (mpg)	12,6–12,0 (18.7–19.6 mpg)
Combined CO₂ emissions in g/km (g/mi)	285–272 (458.7–437.7 g/mi)
Drive	permanent all-wheel drive quattro
Transmission	eight-speed tiptronic

Larger turbochargers and an increase in boost pressure from 2.4 to 2.6 bar in the 4.0-liter V8 biturbo TFSI engine that the RS 7 Sportback performance* (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)) boast, allow an increase of 30 PS in engine power and 50 Nm more torque compared to the base versions. This means a total increase in power from 441 kW (600 PS) to 463 kW (630 PS) and in maximum torque from 800 to 850 Nm. The performance model (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)) sprint from 0 to 100 km/h in 3.4 seconds, 0.2 seconds faster than the RS 7 base version.

Audi RS 7 Sportback performance*	4.0 TFSI
Displacement in cc	3,996
Max. power output in kW (metric hp) at rpm	463 (630) at 6,000
Max. torque in Nm (lb-ft) at rpm	850 (634) at 2,300–4,500
Top speed in km/h (mph)	280 (280/305) (174.0 (174.0/189.5))
Acceleration 0–100 km/h (62.1 mph) in s	3.4
Fuel consumption (combined) in l/100 km (mpg)	12.5–12.0 (18.8–19.6)
Combined CO₂ emissions in g/km (g/mi)	284–273 (457.1–439.4)
Drive	quattro permanent all-wheel drive
Transmission	eight-speed tiptronic

The twin-turbo V8 engine has a conventional 90-degree bank angle and a displacement of 3,996 cc (bore x stroke: 86.0 x 86.0 millimeters (3.4 in x 3.4 in)). Its crankcase is made of cast aluminum and weighs just 39.1 kilograms (86.2 lb). The cylinder linings have been machined with the aid of atmospheric plasma spraying. This method involves applying an extremely thin iron coating to the cylinder linings. These coated cylinder linings improve heat dissipation, thermal and mechanical resilience, and wear resistance. They also significantly reduce internal friction and oil consumption. An electronic valve located centrally in the inside V also regulates the map-controlled piston spray nozzles as required for piston cooling.

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A fully variable pump drives the oil system. It is split into two separate oil galleries – one for the engine block and one for the cylinder heads. This layout ensures a reliable supply of oil even under the extreme lateral and longitudinal acceleration that the Audi RS 7 Sportback* and the RS 7 Sportback performance* are capable of achieving. The variable water pump is only activated at 80 degrees Celsius (176 °F) so that the non-flowing coolant heats up quickly. The chains of the valve gear are driven by a geared intermediate shaft. It also drives the water pump. To ensure that the cylinders are filled optimally, intake and exhaust camshafts can be adjusted by 50 degrees. Each cylinder bank drives a high-pressure fuel pump that builds up pressure of up to 250 bar. The injectors, located in the center of the combustion chamber, inject the fuel through seven holes, following special injection strategies depending on the requirements, from cold start to full load. The firing order is identical to that of the predecessor engine: 1-3-7-2-6-5-4-8.

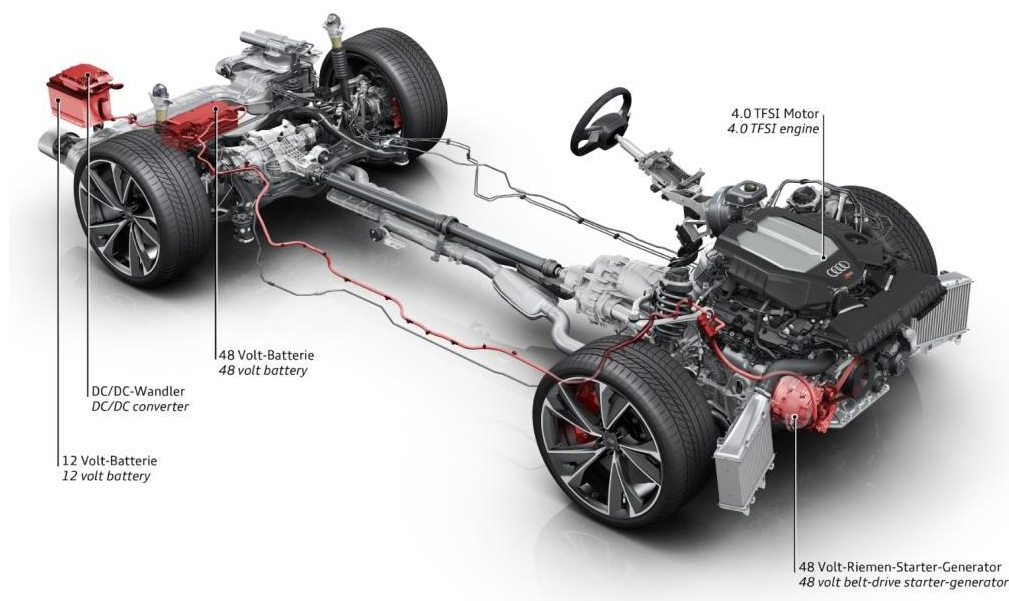
Powerful: Two twin-scroll turbochargers

The immense torque that the 4.0 TFSI produces even at low engine speeds and the extra 22 kW (30 PS) of output are all thanks to the two twin-scroll turbochargers. In addition to elevated boost pressure, the diameter of the compressor wheel in the turbocharger has been increased by 3 millimeters (0.1 in). Each turbo supplies a cylinder bank with up to 1.4 (relative) bar of boost pressure – 0.2 bar more than in the predecessor model. The higher boost pressure improves the volumetric efficiency of the cylinders, making more air available for fuel combustion. This results in higher engine power and improved efficiency. The cylinder heads have the intake side on the outside and the exhaust side on the inside. The larger turbos are located inside V of the cylinder banks rather than in the usual location outside next to the crankcase. This layout enables short gas flow paths with minimal flow losses and spontaneous engine response. Elaborate and effective insulation of hot components ensures thermally stable conditions inside the V. The compression ratio is 10.0 : 1 on the RS7 Sportback*. On the RS 7 Sportback performance* it is 9.7 : 1.

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Efficient systems: Mild-hybrid and cylinder on demand (COD)

Thanks to its [mild-hybrid system \(MHEV\)](#) with a 48-volt main on-board electrical system, the 4.0 TFSI combines strong performance with high efficiency. The belt alternator starter can recover up to 12 kW of power under gentle deceleration and feed it into a lithium-ion battery as energy. If the driver releases the accelerator at a speed between 55 and 160 km/h (34.2 to 99.4 mph), the drive management will select one of two options. Depending on the driving situation and the settings in Audi drive select, the RS 7 Sportback* will either recover energy or coast with the engine switched off.



When the driver steps on the accelerator, the belt alternator starter will start the engine again. MHEV technology allows for start/stop operation at a speed of up to 22 km/h (13.7 mph). In everyday driving, it is possible to achieve fuel savings of up to 0.8 liters per 100 kilometers.

The [cylinder on demand \(COD\)](#) system is another measure onboard the vehicle that benefits efficiency. In higher gears at low to medium loads and engine speeds, it will switch off cylinders 2, 3, 5, and 8 by halting injection and ignition and closing the intake and exhaust valves. In four-cylinder operation, the operating points in the active cylinders are shifted toward higher loads in areas of the ECU map with higher efficiency, while the deactivated cylinders largely run without losses, like gas springs. They are reactivated immediately when the driver presses the accelerator. Each switchover takes mere milliseconds and is virtually undetectable by the driver and passengers.

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The twin-turbocharged four-liter-V8 engine in the Audi RS 7 Sportback* (combined fuel consumption in l/100 km (62.1 mi)**: 12,6 – 12,0 (18.7– 19.6 US mpg) (WLTP); combined CO₂ emissions in g/km: 285 - 272 (458.7 – 437.7 g/mi) (WLTP)) and the Audi RS 7 Sportback performance* (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)) produces a full-bodied and sporty V8 sound. The driver can precisely influence the sonorous sound of the power unit via the [Audi drive select](#) dynamic handling system. The optional RS sport exhaust system with black tailpipe trim provides an even fuller sound. In the customizable RS1 and RS2 modes, customers decide themselves whether the sound should be sporty or balanced.

Transmission

The power produced by the 4.0 TFSI is delivered via the standard [eight-speed tiptronic](#) transmission with optimized gear changing and a launch control function to the [quattro permanent all-wheel drive system](#). Drive forces are distributed to the front and rear axles in a 40 : 60 ratio via the purely mechanical center differential. In the event of slip, more drive torque automatically goes to the axle with the better traction. Up to 70 percent can be directed to the front wheels and up to 85 percent to the rear wheels.

Wheel-selective torque control, a software system that operates on all kinds of road surfaces, optimizes the agile and confident handling of the RS 7 Sportback* and RS 7 Sportback performance*. It electronically applies the brakes to the wheels in a gentle manner on the inside of the bend before they can begin to slip. The difference in drive forces turns the car into the bend, allowing the car to follow the steering angle precisely. The result: precise, agile, and neutral handling.

In the optional RS dynamic package and RS dynamic package plus, Audi combines wheel-selective torque control with the quattro [sport differential](#). It distributes the drive torque between the rear wheels as needed during dynamic cornering, thereby improving handling, traction, and stability. A superposition gear comprising two sun gears and an internal gear was mounted on the left and the right of a conventional rear differential. It turns 10 percent faster than the drive shaft.

A multi-plate clutch in an oil bath and operated by an electrohydraulic actuator provides the power connection between the shaft and the superposition gear. When the clutch closes, it steplessly forces the higher speed of the superposition stage on the gear. Being forced to turn faster results in the additional torque required being drawn off from the opposing wheel on the inside of the curve via the differential. In this way nearly all of the torque can be directed to one wheel.

**The collective fuel/electric power 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.*

The sport differential can distribute the torque between the left and right rear wheels in all operating states, including while decelerating. When turning or accelerating in a curve, they are predominantly steered toward the wheel on the outside of the curve – the car is literally pressed into the curve, eliminating even the slightest hint of understeer. In case of oversteer, the sport differential stabilizes the vehicle by shifting torque to the wheel on the inside of the curve.

In the RS 7 Sportback* and the RS 7 Sportback performance*, the sport differential is controlled from the electronic chassis platform. The software for the sport differential constantly computes the distribution of torque at the rear axle that is ideal for driving dynamics. This takes into account the steering angle, yaw rate, lateral acceleration and driving speed. Networking with Audi drive select allows the driver to influence how the system works.

RS Dynamic Package as standard

The RS Dynamic Package is standard equipment in the RS 7 performance* (combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)). This includes the increase in top speed to 280 km/h (174 mph), dynamic all-wheel steering (the RS-specific software update helps the driver with active steering corrections on the front and rear axles), and the quattro sport differential on the rear axle.

The RS Dynamics Package plus is also available as an option, which in addition to the RS Dynamics Package, raises the top speed to 305 km/h (189.5 mph) and includes an RS ceramic brake system. Customers can order the calipers in gray, red, or blue and discs measure 440 mm (17.3 in) at the front and 370 mm (14.6 in) at the rear. The RS ceramic brake system weights a total of approx. 34 kg (75.0 lbs) less than its steel counterpart for a reduction of the unsprung mass.

New self-locking center differential in the Audi RS 7 Sportback performance*

Power from the 4.0 TFSI engine flows through a standard eight-speed tiptronic with faster shift times to the permanent all-wheel drive quattro. The strictly mechanical center differential distributes engine power to the rear axle at ratio of 40 : 60 and if wheelspin occurs, more drive torque is automatically applied to the axle with better traction – up to 70 percent can flow to the front axle and up to 85 percent to the rear axle. The self-locking center differential is lighter and more compact, improving driving dynamics plus offering noticeably more precise cornering which makes for less understeer at the handling limits. As an added improvement, the self-steering response is more exact with passengers benefitting from a more agile driving experience overall.

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Suspension

The front and rear axles handle the longitudinal and transverse forces independently. They both use a five-link design. The linkages and the subframes are made largely of aluminum. The track width of the Audi RS 7 Sportback* and Audi RS 7 Sportback performance* is 1,668 millimeters (65.7 in) at the front and 1,650 millimeters (65.0 in) at the rear.

The standard [RS adaptive air suspension](#) with controlled damping has been given taut tuning specifically to suit the RS. Thanks to an air spring module with a 50 percent higher spring rate, the RS 7 Sportback* (combined fuel consumption in l/100 km (62.1 mi)**: 12.6 – 12,0 (18.7–19.6 US mpg) (WLTP); combined CO₂ emissions in g/km: 285 - 272 (458.7 – 437.7 g/mi) (WLTP)) and the RS 7 Sportback performance*(combined fuel consumption in l/100 km (62.1 mi)**: 12.6–12.1 (18.7–19.4 mpg) (WLTP); combined CO₂ emissions in g/km: 285 – 272 (458.7–437.7 g/mi) (WLTP)) can reach a top speed of 305 km/h (189.5 mph) for the first time with the dynamic package plus and with [RS adaptive air suspension](#). The [electronic chassis platform \(ECP\)](#) acts as the central control mechanism that regulates the way in which the dampers work to suit the road condition, the driver's personal driving style, and the Audi drive select mode currently enabled. The air suspension also includes automatic level control. In the normal position in auto, comfort, and efficiency modes, the body of the RS 7 Sportback* and the RS 7 Sportback performance* sit 10 millimeters (0.4 in) lower with both types of suspension than an

Audi A7 Sportback* with standard suspension. At speeds of 120 km/h (74.6 mph) and above, the air suspension lowers the body another 10 millimeters (0.4 in) in the auto, comfort, and efficiency modes. In dynamic mode, the body remains at this low ride height permanently. On poor road surfaces, the RS adaptive air suspension features a lift that can raise the RS 7 Sportback* and RS 7 Sportback performance* by 20 millimeters (0.8 in) at low speed.

Audi RS 7 Sportback
Fahrwerk mit adaptive air suspension
Suspension with adaptive air suspension
09/19



*The collective fuel/electric power 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.

The RS sport suspension plus with [Dynamic Ride Control \(DRC\)](#) is available as an performance-oriented alternative. It positions the body of the RS 7 Sportback* and the RS 7 Sportback performance* another 4 millimeters (0.2 in) lower than the RS sport air suspension. Dynamic Ride Control offers integrated pitch and roll stabilization consisting of steel springs and three-way adjustable dampers that counteract the movements of the vehicle body with no delay, without the use of electronics. When the vehicle is turning into and traveling around a bend, the damper response is altered so that the vehicle's movements on the longitudinal axis (roll) and transverse axis (pitch) are significantly reduced.

The dampers on one side of the vehicle are connected to the dampers diagonally opposite to them via two separate oil lines, each of which has a central valve. The valves provide the necessary compensating volume via internal pistons with the gas-filled compartment behind them. When turning into and traveling around a corner, an oil flow is generated between the diagonally opposite dampers via the central valve, thus creating additional damping force. When one side is cushioned, the damping characteristics are altered such that roll and pitch movements are eliminated almost entirely. As a result, this highly responsive damper system ensures the high-performance coupé has particularly good track stability when negotiating bends.

Audi RS 7 Sportback

Fahrwerk mit Dynamic Ride Control
Suspension with Dynamic Ride Control

09/19



The RS 7 Sportback* and RS 7 Sportback performance* use next-generation dampers. Thanks to an integrated valve, they are lighter and more compact as well as more effective at reducing pitch and roll movements. In addition, they enable the damping forces to be spread even more widely between the comfort and dynamic modes as well as more precise suspension adjustment for high damping forces, which occur when cornering at speed. The result: In comfort mode, the RS sport suspension with Dynamic Ride Control (DRC) ensures amazing ride comfort.

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In the dynamic program, it delivers extraordinary driving precision even when cornering at high speed. With the aid of Audi drive select, the driver can influence the damper characteristics and thereby personalize the driving experience.

RS Dynamic package	Top speed increased to 280 km/h (174.0 mph) Dynamic all-wheel steering tuned specifically for the RS quattro sport differential
RS Dynamic package plus	Top speed increased to 305 km/h (189.5 mph) Dynamic all-wheel steering tuned specifically for the RS quattro sport differential RS ceramic brake system

[Progressive steering](#) with sporty and direct ratios is a standard feature of the RS 7 Sportback* and the RS 7 Sportback performance*. Its specially toothed gear rack varies the ratio as a function of the steering angle in a range from 12.6 : 1 to 15.8 : 1. As steering wheel turn increases, the ratio decreases, and steering becomes more direct. This reduces steering effort in urban traffic and when maneuvering; in tight curves the car is even more agile. Here, progressive steering provides for sporty handling. It also adjusts the power assistance level as a function of driving speed. It is increased at low speeds for easier maneuverability. The steering assistance can be varied between several modes with the Audi drive select dynamic handling system.

The sporty grand tourer can optionally be fitted with [dynamic all-wheel steering](#). It combines direct, sporty steering response with unshakable stability, resolving an age-old conflict of objectives. At the front axle, dynamic steering features strain wave gearing with a ratio that changes depending on the situation. The combination of dynamic steering and rear-axle steering changes the overall steering ratio within a range of 9.5 to 17.0 – from very direct at low speeds to extremely stable at high speeds. This steering system also ensures that the rear wheels turn a few degrees in the same or opposite direction relative to the front wheels depending on the vehicle's speed. At low speeds the rear wheels turn as much as five degrees in the opposite direction relative to the front wheels. This reduces the turning circle by up to 1 meter (3.3 ft). As a result, the RS 7 Sportback* and the RS 7 Sportback performance* negotiate bends with even more agility. At intermediate and high speeds above around 100 km/h (62.1 mph), the rear wheels follow the movement of the front wheels by up to two degrees. This gives the RS 7 Sportback* improved stability, handling, and safety.

With the [Audi drive select](#) dynamic handling system, the driver can influence the characteristics of both steering variants as well as other aspects of the RS 7 Sportback* the RS 7 Sportback performance*.

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There are six profiles available: efficiency, comfort, auto, dynamic, and two customizable, RS-specific RS1 and RS2 modes. Once these have been set to suit the driver's personal preferences and stored, they can be enabled directly via the RS MODE button on the steering wheel. Consequently, the driver can easily switch between the RS1, RS2, and last selected drive modes without having to operate the MMI touch response again. Audi drive select influences the engine and transmission management, the power steering, the suspension, the dynamic all-wheel steering, the quattro sport differential, the engine sound, and the way in which the automatic air conditioning works. In RS2 mode, customers can also switch the Electronic Stabilization Control (ESC) to sport mode at the touch of a button and save this setting permanently. Pressing the button for longer than three seconds completely deactivates the electronic stability control.

But the experience of the driving modes in the performance models is much more unique. For example, the coasting mode now only activates automatically in the efficiency profile, which means in speed ranges up to 160 km/h (99.4 mph), it switches off the combustion engine and coasts with no fuel consumption or drag torque from the engine. Additionally, fine-tuning to the engine control unit software makes for tighter load changes in S mode when the dynamic drive select mode or driving mode S is active, further increasing the emotionality. The updated software in the transmission control unit makes for faster shift times and a noticeably increased spread between the various driving modes.

Exclusive and high-performance: 22-inch wheels with high-performance tires

The new RS 7 Sportback performance* roll off the line on standard 21-inch aluminum cast wheels in a ten-spoke star design and 275/35 tires. For an even sportier appearance, 22-inch lightweight wheels are also available, alongside the standard 22-inch aluminum cast wheels and 285/30 tires– in burnished glossy metallic black, matte gray, matte black, or matte neodymium gold.

Inspired by motorsport, the airy 5-Y spoke design aids brake cooling and the lighter rims are manufactured in a high-tech forging-milling process. The new lightweight wheel is around five kilograms (11 lb) lighter than the 22-inch aluminum wheel on the current RS 6 Avant* – this 20-kilogram (44.1 lb) weight reduction in unsprung masses improves the throttle response.

New high-performance Continental “Sport Contact 7” 285/30 tires, which are part of the new lightweight wheel, play a key role in reducing weight. The tires offer consistently better grip on both dry and wet roads and reduce understeering when cornering at speed, making for overall more precise handling across the entire speed range. Additionally, the brake path is up to two meters shorter with the new wheels when braking from 100 to 0 km/h (62.1 to 0 mph). On the front axle, a 10-piston braking system with fixed calipers ensures strong performance and high fade resistance.

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The calipers of the standard RS brake system with internally ventilated perforated discs measuring 420 millimeters at the front and 370 millimeters at the rear are painted in black or, on upon request, in red. On the optional RS ceramic brake system, the calipers are finished in a choice of gray, red or blue. Their discs measure 440 millimeters at the front and 370 millimeters at the rear. The anthracite-gray ceramic discs are extremely fade-resistant, powerful, and durable. Air deflectors quickly dissipate heat and improve resistance to fade. Compared with its steel counterpart, the RS ceramic brake system weighs 34 kilograms less, thus reducing unsprung masses.

Body

The body concept for the RS 7* combines the best of three worlds: the design of a coupé, the space of a sedan, and the variability of an Avant. The luggage compartment has a base size of 535 liters (18.9 cu ft) and can be expanded up to 1,390 liters (49.1 cu ft) despite a sloping tailgate. The interior is extremely quiet thanks to highly advanced aerodynamics and aeroacoustics. The long tailgate opens and closes electrically as standard or via foot gesture with the optional convenience key.

For the structure of the RS 7 Sportback's* body, Audi Sport has chosen to use an intelligent mixture of materials. Combined ultra-high-strength hot-formed steel components form the backbone of the passenger compartment, accounting for 23.9 percent of the weight of the structure. It is used primarily in the lower section of the front bulkhead, the side sills, the rear cross member, the B-pillars, and the front zone of the roof line. Here and in other areas of the body, Audi uses sheet metal blanks in many places with variable wall thicknesses between 0.75 and 2.05 millimeters (0.03–0.1 in).

They provide high strength while keeping the weight low. These tailored blanks are created by partial tempering and by complex processes during rolling or welding.

The aluminum components in the body-in-white weigh a total of 10.9 kilograms (24.0 lb). The strut dome and reinforcements in the roof frame are made of cast aluminum, as are the strut brace in the engine compartment and the central cross brace under the floor of extruded sections. An aluminum sheet supports the B-pillars, and the upper shell of the rear roof frame is made of a steel/polymer mix. The doors, hood, and luggage compartment lid are made entirely of the lightweight metal. The curb weight (without driver) of the Audi RS 7 Sportback* is 2,065 kilograms (4,552.5 lb).

At almost the same length and height as its predecessor, the Audi RS 7 Sportback* has a larger interior, translating an extra 14 millimeters (0.6 in) of wheelbase into a gain of 21 millimeters (0.8 in) of interior length. The grand tourer also offers more leg, knee, and head room on the rear seats.

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The extra space in the interior and the increased torsional rigidity of the body of the RS 7 Sportback* help to make for a more comfortable ride as well as a sportier experience.

Aerodynamics

The drag coefficient of the Audi RS 7 Sportback* is 0.32. The Audi aerodynamics team put a lot of work into all areas, including on the exterior mirrors and the rear axle trim. Small spoilers direct the flow at the underbody, including in front of the wheels.

The outer areas of the air inlets feature additional openings – they guide a portion of the air flow into the wheel arches, where it flows past the wheels. When the spoiler extends electrically at a speed of 100 km/h (62.1 mph), it noticeably reduces lift on the rear axle – even at top speed it is only 40 kilograms (88.2 lb).

The Audi RS 7 Sportback* features top aeroacoustics thanks to a sophisticated sealing system for the doors and tailgate. Despite the frameless doors, passengers enjoy extraordinary acoustic comfort. Audi installs acoustic glazing 6 millimeters (0.2 in) thick for the front and side windows.

Interior

Much like the exterior design of the Audi RS 7 Sportback* and the Audi RS 7 Sportback performance*, the design language in the interior combines taut, sinewy surfaces with clearly defined contours. All the design motifs are logically connected. There is plenty of space for the driver and passenger, with the architecture of the interior accomplishing a seamless transition to the futuristic user interface.

From the Audi A7 Sportback*, the RS 7 Sportback* and the RS 7 Sportback performance* take their fully digital operating concept called the MMI touch response, which can be operated intuitively like a smartphone with touch and swipe gestures: Two touch displays with haptic and acoustic feedback replace the rotary push-button and many buttons from the previous model.

The upper [MMI touch response](#) display is embedded in the black-paneled architecture in a way that renders seeing where the display ends and the surroundings begin almost impossible. The asymmetric console in the center tunnel also stands out with its black-paneled look and houses a second display and a strip of buttons. It and the control panel for the lighting functions are optionally available with touch response technology.

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As standard, the driver and front passenger sit on RS sport seats in black pearl Nappa leather/Alcantara with a rhombus pattern and RS embossing. An even sportier option is available in the form of RS sport seats covered with perforated Valcona leather, featuring a honeycomb pattern and RS embossing. The perforation enables seat ventilation for the first time.

The two RS design packages, available in either red or gray, bring a splash of color, with contrasting stitching on the Alcantara steering wheel rim, gear lever gaiter, and knee pads. Each package also features seat belts with colored edging and RS floor mats. Optional inlays in natural gray-brown wood or matte aluminum open up a range of possibilities for customizing the interior.

The contour/ambient lighting package is standard in the RS 7 Sportback* and RS 7 Sportback performance*. Both bring the interior design to life in the dark and highlight the space, volume, and materials. The ambient light makes the dashboard and center console seem to float, and in the door it enhances the sense of space. The contour light traces the large lines on the center console and in the door panels and can be set to any of 30 colors. RS and RS 7 logos adorn the interior on the steering wheel, seats, and the illuminated front door sill trims. Logo projectors on the front and rear doors project the Audi Sport emblem onto the ground when the doors are open.

For the first time, Audi Sport is offering the five-door grand tourer with a three-seat rear bench. The sporty four-seater design with a two-seater rear bench is still available. The luggage compartment offers a base capacity of 535 liters (18.9 cu ft), which can be increased to as much as 1,390 liters (49.1 cu ft) with the split rear seatbacks folded down.

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The long tailgate opens and closes electrically as standard, with an optional convenience key allowing it to be operated by foot gesture control.

Customers can use the new “Audi Exclusive Customizer” visualization tool to design their vehicles in thousands of individual combinations and thus create their own personal special edition. They can choose from a wide range of individual paint finishes as well as leather and stitching colors; the tool uses a 3D model to visualize the customization process. [Check out the configurator here.](#)

New interior accents in the Audi RS 7 Sportback performance*

In the interior, the familiar RS design packages in gray and red have been expanded to include blue. The steering wheel rim in Alcantara black features contrasting stitching in Mercato blue, while the floor mats, the side of the center console, and the selector lever cuff also come with blue contrasting stitching. The seat belts are Ocean blue with the decorative inlays in a carbon twill structure with optional blue accents. The selector lever knob and the side of the center console are made with Dinamica microfiber, which consists of around 45% recycled PET fibers and the sports seats feature high-quality Valcona leather upholstery perforated with honeycomb stitching with contrasting stitching in Mercato blue. Another distinguishing feature is an entrance LED in the front doors that projects the lettering “RS performance” onto the ground next to the car.

Customers can order RS design packages in the three available color variants with optional additional features: decorative inlays, door armrests, and center armrest in Dinamica microfiber. An added benefit of this equipment variant is the seat center panel with a gray, red, or blue inlay, while the customer’s chosen color shows through the perforated sports seats and the seat backs feature RS embossing in matching colors.

Control system

The fully digital [MMI touch response](#) control system can be operated as intuitively as a smartphone with touch and swipe gestures. Two touch displays with haptic and acoustic feedback replace the rotary pushbutton and many buttons from the previous model. They offer a high degree of operating safety and transport Audi’s quality standards into the digital age.

The 10.1-inch top display is used to control the infotainment. The driver can use the RS monitor to call up an overview of drive system component temperatures, maximum g- forces, and information regarding tire pressures and temperatures.

The lower, 8.6-inch display is on the center console and is used for the climate control, comfort, and convenience functions as well as text input by handwriting or virtual keyboard. The driver can rest their wrist on the wide RS-specific selection lever when using the controls.

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Both displays present the images and graphics on a black background. The graphical user interface has been deliberately reduced so that information can be understood particularly quickly. A few pictographs are subtly animated. The menu structure is lean and intuitively understandable. On the lower display, the start screen can be configured according to the driver's personal preferences.

The look of the [Audi virtual cockpit](#) has RS-specific displays to ensure that its appearance fits right in. The digital instrument cluster measures 12.3 inches in the diagonal and offers full HD resolution of 1920 x 720 pixels. The driver can choose between two interfaces – the classic view and infotainment mode. In addition, special RS displays provide information on tire pressure, torque, power output, engine oil temperature, boost pressure, lap timings, acceleration measurements and g-forces. The shift light display in contrasting colors prompts the driver to upshift when the rev limit is reached. The optional [head-up display](#) also shows some RS-specific information. The image window for this – 22 x 8 centimeters (8.7 x 3.1 in) – is in the driver's direct field of view.

The displays of the standard 12.3-inch Audi virtual cockpit plus offer new features including a blinking shift indicator in manual transmission mode which changes the rpm display from green to yellow to red, blinking in a manner identical to that used in motorsport, to indicate the optimal time to change gears. Plus, Launch Control, which fully exploits the acceleration potential of the RS 7 Sportback performance* by signaling the ideal moment to accelerate off the line with new traffic light icons.



In the performance model, customers can choose a rev counter and speedometer with a white background. It pays homage to the Audi S6 plus from 1996, which featured analog gauges with white dials.

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The flat-bottomed, fully perforated RS sport leather steering wheel with RS specific aluminum shift paddles features multifunction buttons, including the RS MODE button, which the driver can use to enable the Audi drive select RS1 and RS2 modes. This automatically opens the RS-specific displays described above in the Audi virtual cockpit.



The voice control system is based on [natural-language voice control](#). This makes the RS 7 Sportback* a smart conversationalist and travel companion. The user can generally speak to the system how they like.

Infotainment and Audi connect

As a smart, high-performance sports car, the RS 7 Sportback* and the RS 7 Sportback performance* provide an extensive range of infotainment and connectivity services. The standard MMI navigation plus uses the MIB 2+ [modular infotainment platform](#), with the [Audi connect](#) data transfer module integrated as standard. This makes a Wi-Fi hotspot that also supports the 5 GHz band and the fast LTE Advanced transmission standard on the car.

When planning the route, the self-learning navigation system makes suggestions to the driver based on routes driven previously, incorporating experience regarding time of day and traffic density.

The route is calculated online on the servers of the map and navigation service provider [HERE](#), which also considers real-time data concerning the overall traffic situation. If the data connection is lost while the car is on the move, the navigation system will switch to on-board route guidance, which runs in the background.

**The collective fuel/electric power 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.*

The driver can access gas stations and parking garages from the navigation system and will see additional information such as fuel prices, availability of parking spaces and business hours.

In the first three years after the car is purchased, the map can be updated four times per year free of charge – over the air at LTE Advanced speed, if desired. Audi connect navigation & infotainment services are also free of charge for the first three years. The [Car-to-X services](#), traffic sign information, and hazard alerts use the swarm intelligence of the Audi fleet, while the on-street parking service makes it easier to find a parking space.

Audi connect offers many other services, such as Twitter and email access. Navigation with Google Earth, online radio, and hybrid radio, which automatically switches between FM, DAB + and web channels, are part of MMI navigation plus. The functions of [Audi connect emergency call and service](#) form their own package. In many markets, the data traffic for all connect services goes through the [Audi connect SIM](#), which is permanently installed in the car. Owners of the Audi RS 7 Sportback can use the [myAudi app](#) to explore the brand's digital ecosystem.

The [Audi phone box](#) makes phone calls easier. It connects the smartphone to the car antenna and is capable of charging it inductively. 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.

Driver assistance systems

In the RS 7 Sportback* and the Audi RS 7 Sportback performance* Audi offers more than 30 driver assistance systems, making driving even more comfortable, efficient, and safe. The systems are split into two packages: "Tour" and "City".

The [adaptive cruise assist \(ACA\)](#) is the most important system in the Tour assist package. It adds a lane-tracking function that also helps out in traffic jams to the [adaptive cruise control \(ACC\)](#). At speeds between 0 and 250 km/h (155.3 mph), the system keeps the Audi RS 7 Sportback* at the desired distance to the vehicle ahead. It also makes slight steering corrections to help the driver to stay in the lane and provides longitudinal guidance through road construction sites by means of the narrowed road assist.

The [Audi pre sense basic](#) and [Audi pre sense front](#) safety systems come standard. They detect collision hazards all around the car and initiate targeted preventive measures – whether maximum braking, adjusting the seats, or tightening the belts. [Audi pre sense front](#) includes a warning and braking function for vehicles, pedestrians, and cyclists. The [emergency assist](#) brings the car to a stop if the driver is no longer able to do so.

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Behind the assistance systems in the RS 7 Sportback* and the RS 7 Sportback performance* are the [central driver assistance controller \(zFAS\)](#) and a portfolio of sensors that complement each other with their respective strengths. The data from the various sensors flow together in the zFAS.

With its high-end processors, the tablet-sized computer continually computes a differentiated image of the vehicle's surroundings. This centralized environment model enables the assistance systems to further improve their performance compared to the predecessor model, for example, when they detect the end of a traffic jam and initiate braking. Also, navigation is even more precise, because the sensor data fusion locates your own car down to the exact lane.

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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segment. The brands Audi, Bentley, Lamborghini, and Ducati produce at 21 locations in 12 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2022, the Audi Group delivered 1.61 million Audi vehicles, 15,174 Bentley vehicles, 9,233 Lamborghini vehicles, and 61,562 Ducati motorcycles to customers. In the 2022 fiscal year, AUDI Group achieved a total revenue of €61.8 billion and an operating profit of €7.6 billion. Worldwide, more than 87,000 people worked for the Audi Group in 2022, over 54,000 of them at AUDI AG in Germany. With its attractive brands, new models, innovative mobility offerings and groundbreaking services, the group is systematically pursuing its path toward becoming a provider of sustainable, individual, premium mobility.

Fuel/electric power consumption and emissions values of the models named above:**

Audi RS 7 Sportback

combined fuel consumption in l/100 km (62.1 mi): 12.6 – 12,0 (18.7– 19.6 US mpg) (WLTP);
combined CO₂ emissions in g/km: 285 - 272 (458.7 – 437.7 g/mi) (WLTP)

Audi RS 7 Sportback performance

combined fuel consumption in l/100 km (62.1 mi): 12.6 – 12.1 (18.7 – 19.4 US mpg) (WLTP);
combined CO₂ emissions in g/km: 285 - 272 (458.7 – 437.7 g/mi) (WLTP)

Audi RS 6 Avant

combined fuel consumption in l/100 km (62.1 mi): 12.7 – 12.1 (18.5 – 19.4 US mpg) (WLTP);
combined CO₂ emissions in g/km: 289 - 276 (465.1 – 444.2 g/mi) (WLTP)

Audi A7 Sportback

combined fuel consumption in l/100 km (62.1 mi): 8.3 – 5.3 (28.3 – 44.4 US mpg) (WLTP);
combined CO₂ emissions in g/km: 190 – 138 (305.8 – 222.1 g/mi) (WLTP)

***The indicated consumption and emissions values were determined according to the legally specified measuring methods. The WLTP test cycle completely replaced the NEDC on January 1, 2022, which means that no NEDC figures are available for vehicles with new type approvals from after this date.*

The figures do not refer to a single, specific vehicle and are not part of the offering but are instead provided solely to allow comparisons of the different vehicle types. Additional equipment and accessories (add-on parts, different tire formats, etc.) may change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

Due to the more realistic test conditions, the consumption and CO₂ emission values measured are in many cases higher than the values measured according to the NEDC. This may result in corresponding changes in vehicle taxation since September 1, 2018. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the “Guide on the fuel economy, CO₂ 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, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).