Continue







Convenience opening

Convenience opening

All of the windows and the sunroof" can be opened at once.

The settings in the Infotainment system specify which windows will open.

► Press and hold the button on the remote control key until the windows reach their desired position and the sunroof* is tilted open.

Setting convenience opening in the Infotainment system

► Select: the CAR function button > (Car)* Systems control button > Vehicle settings > Central locking > Long-press to open windows.

To enable convenience opening of the windows and the roof*, the Front windows, Rear windows

and Roof functions must be switched On.



(A) Tilting/sliding

- ► To tilt the sunroof completely, press the switch briefly to the second level.
- ► To open the sunroof completely, pull the switch briefly to the second level ⇒ 🔨
- ► To select an intermediate position, press/pull the switch to the first level until the desired position is reached.

(B) Opening/sliding (version 1)

- ► To move the roof into the reduced wind noise position, press the button back briefly to the second level. The roof will open all the way if you press the button back to the second level again.
- ► To close the sunroof completely, press the switch forward briefly to the second level \$\triangle \bar{\Lambda}\$. ▶

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2015 audi a6 maintenance cost. 2015 audi a6 features. 2015 audi service schedule.

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cylinder. The United Kingdom market first received the Audi A3 in November 1996. In 1999 Audi expanded the range with the introduction of more powerful versions: a 1.8 turbo rated 180 PS (132 kW; 178 hp), and a 1.9 TDI diesel engine with unit injector "Pumpe Düse" (PD) technology and variable geometry turbocharger. The four-wheel-drive A3
1.8T quattro used either the 150 PS (110 kW; 148 hp) or 180 PS (132 kW; 178 hp) engine, and the Audi TT. Also in 1999, Audi also introduced a five-door body. In late 2000 the A3 range was revised with new headlights and rear lamps, other minor cosmetic changes, an
improved interior, and the introduction of a six-speed manual gearbox, on the 180 PS (132 kW; 178 hp) 1.8 Turbo and the new 130 PS (96 kW; 128 hp) 1.9 TDI. Audi's electronic stability control, traction-control, and brake force distribution computer became standard equipment in some countries. Although the first-generation Audi A3 was replaced in
Europe in 2003, the first generation model continued to be sold in some markets. Production of the first generation model stopped in Brazil in 2006. Audi A3 3-door (pre-facelift) Audi A3
Adult occupant: 25 Pedestrian: 12 Euro NCAP rating of 4 out of 5 stars. [5] Their evaluation concluded "the column lock, adjuster lever and bracket presented hazards in the knee impact area for the driver. These could cause high loads on his upper legs and damage to his knees." The A3 also provides almost no protection to pedestrians, giving it two
stars out of a possible four.[5] S3 (1999-2003) Audi S3 (pre-facelift) Audi S4 (pre-facelift) Audi S5 (pre-facelift) Audi S5 (pre-facelift) Audi S6 (pre-facelift) Audi S6 (pre-facelift) Audi S6 (pre-facelift) Audi S7 (pre-facelift) Audi S6 (pre-facelift) Audi S7 (pre-facelift) Audi S8 (pre-facelif
222 hp). Early models (1999-2001) had 210 PS (154 kW; 207 hp). Later models (2001-2003) had variable valve timing and 225 PS (165 kW; 222 hp). The engine had been used in an Audi S-series car. Although dubbed "quattro", the S3 uses a different
four-wheel drive system.[6] The Haldex Traction coupling adjusts the bias of torque distribution from the front to rear axle as grip requirements change - most of the time it operates as a front-wheel drive. The S3 was given a facelift in 2002, where it was given one
piece headlights/indicator units, different front wings, rear lights clusters, and some minor upgrades to interior trim. Standard features include xenon HID headlamps with high pressure washers and auto levelers, front fog lamps, 17" "Avus" alloy wheels with 225/45R17 tyres, electrically adjustable Recaro leather seats, climate control, alarm and
 electronic stability control with traction control. Options include a Bose sound system, boot/trunk or in-dash mounted 6-disc CD changer, metallic paint, 18-inch 9-spoke RSTT wheels, glass sunroof, centre arm rest, privacy glass (B-pillar backwards), auto-dimming rear-view mirror, parking assist, luggage net, heated front seats, cruise control,
aluminium door mirror casings and part leather/Alcantara (blue/silver/yellow) combination seat coverings. These items are standard in some export markets. Engines are the same as those for many other cars in the Volkswagen Group. Name Type Engine code Output at rpm Torque at rpm 0-100 km/h (0-62 mph) time Top speed
Years Petrol engines[7] 1.6 8v 1,595 cc (97 cu in) I4 AEH/AKL/APF 101 PS (74 kW; 100 hp) at 5,600 rpm 145 N·m (107 lb·ft) at 3,800 rpm 11.0 s 188 km/h (117 mph) 1996–2000 1.6 8v 1,595 cc (97 cu in) I4 AVU/BFQ 102 PS (75 kW; 101 hp) at 5,600 rpm 148 N·m (109 lb·ft) at 3,800 rpm 10.9 s 189 km/h (117 mph) 2000–2003 1.8 20v 1,781 cc
(109 cu in) I4 AGN/APG 125 PS (92 kW; 123 hp) at 6,000 rpm 170 N·m (125 lb·ft) at 4,200 rpm 9.6 s 202 km/h (126 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (155 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (125 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (125 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (125 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (125 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (125 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 5,700 rpm 210 N·m (125 lb·ft) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 1,750-4,600 rpm 8.2 s 217 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 1,750-4,600 rpm 170 km/h (135 mph) 1996-2003 1.8 20vT 1,781 cc (109 cu in) I4 turbo AGU/ARZ/ARX/AUM 150 PS (110 kW; 148 hp) at 1,750-4,600 rpm 170 km/h (125 lb·ft) at 1,750-4,600 rpm
 AJQ/APP/ARY/AUQ 180 PS (132 kW; 178 hp) at 5,500 rpm 235 N·m (173 lb·ft) at 1,950-5,000 rpm 7.5 s 228 km/h (142 mph) 1999-2003 1.8 20vT (S3) 1,781 cc (109 cu in) I4 turbo APY, AMK 210 PS (154 kW; 207 hp) at 5,800 rpm 7.5 s 228 km/h (142 mph) 1999-2003 1.8 20vT (S3) 1,781 cc (109 cu in) I4 turbo BAM
225 PS (165 kW; 222 hp) at 5,900 rpm 280 N·m (207 lb·ft) at 2,200 rpm 6.6 s 243 km/h (151 mph) 2001-2003 Diesel engines[7] 1.9 8v TDI 1,896 cc (116 cu in) I4 turbo AGR/ALH 90 PS (66 kW; 89 hp) at 4,000 rpm 210 N·m (155 lb·ft) at 1,900 rpm 12.4 s 181 km/h (112 mph) 1996-2001 1.9 8v TDI 1,896 cc (116 cu in) I4 turbo ATD/AXR 100 PS (74 kW)
99 hp) at 4,000 rpm 240 N·m (177 lb·ft) at 1,800-2,400 rpm 11.0 s 188 km/h (117 mph) 2001-2003 1.9 8v TDI 1,896 cc (116 cu in) I4 turbo AHF/ASV 110 PS (81 kW; 108 hp) at 4,150 rpm 235 N·m (173 lb·ft) at 1,800 rpm 310 N·m
(229 lb·ft) at 1,900 rpm 9.2 s 205 km/h (127 mph) 2000-2003 Second generation (RP)2005-2008 Audi A3 SportbackOverviewProduction2003-2013Model years2004-2013AssemblyGermany: Ingolstadt[8]Belgium: Brussels (2004-2005; 2007-May 2010)Hungary: GyőrBrazil: Curitiba (Volkswagen do
 Brasil, CKD; 12/2012-03/2013)DesignerGary Telaak[9][10] (2000)Body and chassisBody style3-door Sportback (hatchback)2-door convertiblePlatformVolkswagen Group A5 (PQ35)RelatedVolkswagen G7 (PQ35)RelatedVolkswagen
FSI (TFSI)1.6 L I4 1.6 L I4 FSI2.0 L I4 FSI2.0 L I4 FSI2.0 L I4 TDI1.9 L I4 TD
speed S-Tronic7-speed S-Tronic7-speed S-Tronic DimensionsWheelbase2,578 mm (165.9 in) At the 2003 Geneva Motor Show, Audi launched the second generation of the A3, the Typ 8P, designed by Gary Telaak during 2000 (however, the final design was
frozen in 2001). Originally launched only as a three-door hatchback with four-cylinder engines, it featured a new automobile platform (FSI), and standard six-speed manual gearboxes (except on the base 1.6). In mid-2003 the line was
updated with two sports-oriented models, a 2.0 Turbo-FSI version rated 200 PS (147 kW; 197 hp), and a 3.2 L VR6 engine (for the first time) with 250 PS (184 kW; 247 hp). Haldex Traction-based quattro on-demand four-wheel drive, and the S-Tronic semi-auto gearbox were introduced as options (quattro is standard on the VR6) on models with
engines over 140 PS (103 kW; 138 hp). In 2005 the "S line" trim level, offering new decorative elements, became available and the three-door A3 received the same front-end styling features as the Sportback model. For the first time, the A3 became available in the North American market, exclusively with the Sportback body, with the base 2.0 inline-
four FSI introduced in 2005 as a 2006 model, and the 3.2 VR6 Quattro following. Chassis codes 8P1 8PA 8P7 Body type 3-door hatchback 5-door Sportback (2004-2013) The five-door "Sportback" model was introduced in June 2004. The A3 Sportback is 80 mm (3.1 in) longer than the base three-door
body, and includes improved rear cabin space and a larger luggage compartment (370 litres). It also received the new "single frame" front grille originally introduced in the A8 W12, which was later adopted across the whole A3 range. S3 (2006-2013) Audi S3 3 door hatchback Audi S3 3 door hatchback In August 2006, Audi introduced the second
generation S3. Offered in three- and five-door body styles, the second generation—Typ 8P—S3 is powered by a modified and uprated Volkswagen Group-sourced 2.0-litre turbocharged FSI petrol engine, with a maximum output of 195 kW (265 PS; 261 bhp). As with all Audi S models, the design was done in-house by quattro GmbH. The engine features
uprated high-performance pistons, revised boost/fuel mapping, increased turbocharger size (KKK K04) and larger intercooler. The most powerful form of this engine, and quattro four-wheel drive, makes for a 0-100 km/h (0-62 mph) time of 5.5 seconds, and an electronically limited top speed of 250 km/h (155 mph). Audi offers both six-speed manual
and six-speed S-Tronic automatic transmissions with the S3. The spring ratings and dampers were revised, along with the body kit. Like its predecessor, although badged a "Quattro" model, the S3 does not employ a Torsen centre differential (as in other common Quattro models), but instead uses the Swedish Haldex Traction system in its on-demand
four-wheel drive transmission, due to the transverse engine layout. Safety Euro NCAP test a second-generation Audi A3 with front airbags, side airbags, seatbelt pretensioners, and load limiters as standard.
Despite Audi increasing the protection inside the car for the driver and passengers, pedestrian safety actually no protection at all on the front end and scoring just one star from a possible four. "A poor result for a new car" was the verdict given
for pedestrian safety after the test. 2003-2005 Audi A3 3-door 2005-2008 Audi A3 3-door 2005-200
seven-speed S tronic dual clutch transmission availability for the smaller non-U.S. engines, and optional "magnetic ride" adaptive shock absorbers. In addition, the range now includes an S3 Sportback model.[12] Also, a cabriolet version was introduced. It was similar in dimensions to the 3-door version, with a two-box design. 2008–2010 Audi A3
Sportback 2008-2010 Audi A3 Sportback 2010-2013 Audi A3 Sp
Based on the Audi A3 three-door, it is an approach by Audi to address both performance and the environment. The engine in the concept car is a turbocharged 2.0-litre diesel producing 224 hp (167 kW) and 332 lb·ft (450 N·m). of torque. It produces 113.8 horsepower (84.9 kW) per litre while meeting Euro 5 Diesel emission standards. It uses the
quattro drive system with a six-speed manual transmission. The chassis has Audi's Magnetic Ride Suspension system, lowering the vehicle 1.4 inches (36 mm) from the base model. It also has ceramic front brakes, a four-link rear suspension and electro-mechanical servo assist for the rack and pinion steering.[13] Exterior modifications include the
 widening of the three-door's grill, modifying the odd, and enlarging air intakes. Bolt-on fender flares and a large rear spoiler have been added. The interior changes include sport seats and a flat-bottomed steering wheel.[13] Audi claims performance of 0 to 62 mph (0 to 100 km/h) in 6.6 seconds with a top speed of 149 mph (240 km/h).[14] It is
expected to get approximately 40 miles per US gallon (5.9 L/100 km; 48 mpg-imp).[15] RS 3 Sportback (2011-2012) Audi RS 3 Sportback (2011-2012) Audi RS 3 Sportback Audi RS 3 Sportback Audi RS 3 Sportback (2011-2012) Audi RS 3 Sportback Audi RS 3 
iron crankcase, seven-speed S tronic transmission with two automatic modes and one manual mode, Quattro on-demand four-wheel drive system, widened track to 1,564 mm (61.57 in), MacPherson strut in aluminum, lowered body by 25 mm (0.98 in), 19-inch cast aluminum wheels in machine-polished titanium styling (optional black with a red rim
flange) with 235/35 front and 225/35 rear tires, 370 mm (14.57 in) front and 310 mm (12.20 in) ventilated brake disk covers, four-piston fixed calipers in high-gloss black with RS logos, electronic stabilization program with Sport mode, flared front fenders made of carbon-fiber-reinforced plastic (CFRP), prominent sill panels and
exterior-mirror casings in matte aluminum, roof spoiler, high-gloss black diffuser insert, two elliptical exhaust tailpipes on the left, black interior, sports seats upholstered in Nappa leather with silver contrasting stitching, inlays in Piano black finish or Aluminum Race colour, flat-bottomed leather multifunction sports steering wheel, choice of 5 body
colors are available with an unlimited selection of custom paint finishes. Its acceleration is quoted as 0 to 62 mph (0 to 100 km/h) in 4.6 seconds, with an electronically limited top speed of 155 mph (249 km/h). Optional features included front bucket seats, roof rails in matte aluminum look, styling packages in black or matte aluminum.[16] First
deliveries started in early 2011.[17] A3 Cabriolet Sport and S line Final Edition (2013-) The A3 Cabriolet Sport Final Edition is a version of the A3 Cabriolet Sport model for the UK market, commemorating the end of the A3 Cabriolet Sport model for the UK market, commemorating the end of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport model for the UK market, commemorating the end of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Sport and S line Final Edition is a version of the A3 Cabriolet Spo
and wiper activation, cruise control, a Bluetooth mobile phone interface. S line Final Edition is based on the A3 Cabriolet Sport Final Edition model, with 18-inch S line alloy wheel with a new five-segment spoke design, full Vienna leather upholstery, S line safety and entertainment features with xenon plus headlights with LED daytime running lamps
DVD-based satellite-navigation, Audi Music Interface iPod connection, a BOSE sound system.[18] Engines In January 2007, the naturally-aspirated 2.0 FSI was replaced by a new turbocharged 1.8 TFSI engine rated 160 PS (118 kW; 158 hp). It is available in front-wheel drive only. In late 2007, Audi introduced a new 125 PS (92 kW; 123 hp) 1.4 L TFSI
engine for the A3, replacing the 1.6 L FSI engine, and a new diesel "e"-model. The "e"-model, Audi's equivalent of Volkswagen's BlueMotion, is available with the 1.9 L TDI engine, and offers a more ecological car, with a CO2 emission below 120 g/km. Audi released two models of the A3 1.6 TDI for the European market. The first uses Audi's start/stop
and energy recovery system, and produces 105 PS (77 kW; 104 hp). This engine achieves approximately 4.1 L/100 km (69 mpg-imp; 57 mpg-US). [clarification needed] The second engine does not use the same efficiency systems and will produce 90 PS (66 kW; 89 hp) will get 4.5 L/100 km (63 mpg-imp; 52 mpg-US). They went on sale in June 2009. [19]
In 2009, the 1.6 L eight-valve petrol engine was replaced by a turbocharged 1.2 TFSI engine already found in VW's Polo and Golf models. This engine is rated at 105 PS (77 kW; 104 hp) and 175 N·m (129 lb·ft), emitting 127 g/km of CO2.[20] As of April 2010, Audi has yet to release official specifications or prices for the 1.2 TSI model, as the 1.6 model
has been made a special clearance model for clearing out 1.6 stock.[citation needed] The A3 2.0 TDI for the North America, following the Audi V7 TDI in 2008. It is a FWD vehicle with S-Tronic transmission with Hill-hold assist, Sirius
satellite radio, Leather seats and steering wheel, Auxiliary audio input, Dual-zone climate control, 17-inch (430 mm) alloy wheels. The vehicle was unveiled at the 2009 North American International Auto Show. This US model would begin sale in the first quarter of 2010 as a 2010 model year vehicle. [21] In March 2011, the line-up was expanded with
the introduction of a more powerful 2.0 TDI with 170 PS (125 kW; 168 hp). The 2.0 TDI engine was included in the engines found by the United States Environmental Protection Agency to use software intentionally designed to turn off emission control systems except when undergoing emission testing. [22] Models made from 2009 to 2015 were
affected. Petrol engines Model Engine displacement Engine code Power at rpm 0-100 km/h (0-62 mph)time Years 1.2 TFSI 1,197 cc (73 cu in) I4 CBZB 105 PS (77 kW; 104 hp) at 5,000 rpm 175 N·m (129 lb·ft) at 1,550-4,100 rpm 10.6 s 2010-2013 1.4 TFSI 1,390 cc (85 cu in) I4 CAXC 125 PS (92 kW; 123 hp) at 5,000 rpm 200 N·m
(148 lb·ft) at 1,500-4,000 rpm 9.1 s 2007-2013 1.6 1,595 cc (97 cu in) I4 BGU / BSE / BSF / CCS 102 PS (75 kW; 101 hp) at 5,600 rpm 148 N·m (109 lb·ft) at 4,000 rpm 1.5 s 2003-2010 1.6 FSI 1,598 cc (98 cu in) I4 BGU / BSE / BSF / CCS 102 PS (75 kW; 101 hp) at 5,600 rpm 148 N·m (109 lb·ft) at 4,000 rpm 1.5 s 2003-2010 1.6 FSI 1,798 cc (110 cu in)
(148 lb·ft) at 3,250-4,250 rpm 8.8 2003-2008 2.0 TFSI AXX / BPY / BWA / CAWB 200 PS (147 kW; 197 hp) at 5,100-6,000 rpm 6.8 s 2004-2008 CCZA 200 PS (147 kW; 197 hp) 280 N·m (207 lb·ft) at 1,700-5,000 rpm 6.8 s 2009-2013 BHZ / CDLA 265 PS (195 kW; 261 hp) at 6,000 rpm 350 N·m (258 lb·ft) at
2,500-5,000 rpm 5.6 s 2006-2013(Audi S3 only) 2.5 TFSI 2,480 cc (151 cu in) I5 CEPA 340 PS (250 kW; 335 hp) at 5,400-6,500 rpm 4.6 s 2011-2013 (Audi RS 3 only) 3.2 3,189 cc (195 cu in) VR6 BDB / BMJ / BUB 250 PS (184 kW; 247 hp) at 6,300 rpm 320 N·m (236 lb·ft) at 2,500-3,000 rpm 6.3 s 2003-2009
Diesel engines Model Engine displacement Engine code Power at rpm 0-100 km/h (0-62 mph)time Years 1.6 TDI 1,598 cc (98 cu in) I4 CAYB 90 PS (66 kW; 89 hp) at 4,200 rpm 230 N·m (184 lb·ft) at 1500-2500 11.0 s 2009-2013 1.9 TDI
1,896 cc (116 cu in) I4 BJB / BKC / BXE / BLS 105 PS (77 kW; 104 hp) at 4,000 rpm 250 N·m (184 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm [23] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 9.2 s 2003-2008 BMM 140 PS (103 kW; 138 hp) at 4,000 rpm 120 kW; 138 hp) at 
2,500 rpm 9.2 s 2006-2008 BMN 170 PS (125 kW; 168 hp) at 4,200 rpm 350 N·m (258 lb·ft) at 1,750-2,500 rpm 7.9 s 2006-2008 CBAB 140 PS (103 kW; 138 hp) at 4,200 rpm 350 N·m (258 lb·ft) at 1,750-2,500 rpm 7.8 s (S-Tronic)[24] 8.2 s (Manual)
[24] 2008-2013 CBEA 140 PS (103 kW; 138 hp) at 4,200 rpm[25] 320 N·m (236 lb·ft) at 1,750-2,500 rpm 8.6 s 2010-2013 Third generation (RV)Audi A3 Sportback (pre-facelift)OverviewProduction2012-2020October 2013-2020 (Convertible)AssemblyGermany: IngolstadtHungary: GyőrChina: Foshan
(FAW-Volkswagen)India: Aurangabad (Audi India)Brazil: São José dos Pinhais[26]Algeria: Relizane[27]DesignerDany Garand[28] (2009) Markus Gleitz (Sedan: 2010)Body and chassisBody style2-door convertible3-door hatchback4-door sedan5-door se
Mk3[29]Škoda Octavia Mk3[29]PowertrainEngine 1.0 L I3 TFSi Inline-four Bi-Fuel (Petrol/CNG) engine 1.4 L TGi I4 ACDT (A3 g-tron) Straight-five engine 2.5 L I5 TFSi Inline-four diesel engine 1.6 L I4 TFSi Inline-four Bi-Fuel (Petrol/CNG) engine 1.7 L I4 TFSi Inline-four Bi-Fuel (Petrol/CNG) engine 1.8 L I4 TFSi Inline-four Detrol engine 1.9 L I4 TFSi Inline-four Bi-Fuel (Petrol/CNG) engine 1.9 L I4 TFSi Inline-four Bi-Fuel 
1.6 L I4 TDi 2.0 L I4 TDi Transmission6-speed manual6-speed (S-Tronic) automatic7-speed (S-Tronic) automaticDimensionsWheelbase2-door convertible: 2,595 mm (102.2 in)[30]3-door: 2,636 mm (103.8 in)5-door: 2,636 mm (103.8 in)5-door: 2,636 mm (103.8 in)6-door: 2,63
4,456 \text{ mm} (175.4 \text{ in})5\text{-door}: 4,310 \text{ mm} (169.7 \text{ in})[31]Width2-door convertible: 1,793 \text{ mm} (70.6 \text{ in})[31]Werb weight1,150-
1,520 kg(2,535-3,351 lb)[32][33] Audi A3 S line hatchback finished in Porsche's Viper Green The vehicle was unveiled at the 2012 Geneva Motor Show[34][failed verification][35] and went on sale in Europe in September 2012. First vehicle using the flexible modular Volkswagen Group MQB platform, the third generation is available as a three-door
hatchback, a five-door "Sportback", a four-door saloon to directly rival the Mercedes-Benz CLA-Class, and a two-door Cabriolet. The front suspension (models with 150 PS or more).[36] The features include: Multi-
collision brake: Emergency braking function stops the car after the first impact, to prevent secondary collisions[37] Multi Media Interface MMI entertainment system (Tegra 3 processor) with handwriting recognition 4G broadband internet adaptive cruise control Pre sense front/basic radar-guided collision avoidance system active lane assist side
assist Early German models include 1.4 TFSI (122 PS), 1.8 TFSI (180 PS), and 2.0 TDI (150 PS), and 2.0 TDI (150 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (105 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (180 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (180 PS), and 2.0 TDI quattro (180 PS), 1.8 TFSI (180 PS), and 2.0 TDI quattro (1
A3 1.4 TFSI (140 PS) in 2013.[41] For the 2020 model year, the vehicle is exclusively built at the Ingolstadt plant, as opposed to previous model years where sedans and convertibles were built at the Engolstadt plant, as opposed to previous model years where sedans and convertibles were built at the Ingolstadt plant, as opposed to previous model years where sedans and convertibles were built at the Ingolstadt plant, as opposed to previous model years where sedans and convertibles were built at the Ingolstadt plant, as opposed to previous model years.
that of the A3 Sportback. Other features include 16- to 18-inch-wheels (optional 19-inch wheels via quattro GmbH) and electronic stabilization control with electronic differential lock. The vehicle was unveiled at the 2013 New York Auto Show.[43] The German model went on sale in late summer 2013. Early models include 1.4 TFSI (140 PS), 1.8 TFSI (140 PS)
the car at a competitive price, and become a leader in the imported luxury car segment. [46] In Malaysia, the Audi A3 was launched in 2014 and sold as two models - a 1.4-liter with 6-speed S-Tronic automatic transmission, and a 1.8-liter with 6-speed DSG and Quattro all-wheel drive. The facelifted version has yet to be launched. In Singapore, the
Audi A3 sedan and Sportback are currently available as 1.0-liter turbo models only. A3 Cabrio (2013-2020) Audi A3 Sportback in Glacier
White Metallic The Audi A3 Sportback includes a wheelbase 58 mm (2.28 in) over previous model, 35 mm (1.38 in) longer than that of the A3 and a front axle shifted forward by 40 mm (1.57 in) over the previous model. Other features include a choice of 13 body colours (three solid finishes, eight metallic finishes, and two pearl-effect finishes), and
optional high-gloss package adding accents around the windows (standard with the Ambiente trim line), six-speed manual transmission (optional 18-inch wheels), Audi drive select (standard with Ambition) with optional S-Tronic, and optional electromagnetic damper
control system. German models went on sale in February 2013. Early models include 1.4 TFSI (122 PS), 1.8 TFSI (180 PS), and 2.0 TDI (184 PS) were available in later date. A3 Sportback g-tron (2013-2020) Audi A3 Sportback g-tron (2013
tron in Cosmos Blue Metallic It is a version of the A3 Sportback with 1.4 TFSI (110 PS) engine powered by compressed natural gas or Audi e-gas synthetic methane; gas tank made of gas-impermeable polymer, carbon fiber reinforced pol
methane was produced by waste product from a nearby Werlte biogas plant operated by power utility EWE.[47] A3 Sportback e-tron (2014-2018, 2020) A3 Sportback e-tron The plug-in hybrid concept car was unveiled at the 2013 Geneva Motor Show.[48] In May 2013 Audi confirmed its decision to produce a plug-in hybrid version of the A3, the Audi
A3 Sportback e-tron, which was scheduled for retail sales in Europe by late 2013, and by mid 2014 in the U.S. and the UK.[49][50] The A3 e-tron shares the Same plug-in hybrid powertrain used in both the Volkswagen Golf GTE and Passat GTE. To charge the A3 e-tron, the Audi four rings logo is pulled along to reveal a charging socket.[51] The A3
Sportback e-tron is powered by a 1.4 L TSI gasoline engine that delivers 148 bhp (110 kW) and 184 lb·ft (249 N·m) of torque, coupled with a 101 bhp (75 kW) electric motor, which is integrated into the car's six-speed dual-clutch automatic transmission, for a total combined output of 201 bhp (150 kW) and 243 lb·ft (329 N·m) The plug-in hybrid has an
8.8 kWh battery pack that delivers an all-electric range of 50 km (31 mi) on the NEDC cycle, and a total of 940 km (584 mi). The plug-in hybrid can reach a top speed of 220 km/h (137 mph) and can accelerate from 0-100 km/h (62 mph) in 7.6 seconds. According to Audi the car has an average fuel efficiency of 188 mpg equivalent and CO2 emissions of
35 g/km.[49][50] A3 Sportback '40' e-tron (2020, 8V facelift) After some delays, the A3 Sportback e-Tron went on sale across Europe in August 2014.[52] The first 227 units were registered in Germany in August 2014.[52] The first 227 units were registered in Europe, [54] and 49
different level of specification, losing the previously standard LED headlights but gaining Audi's virtual cockpit as standard. The revised model featured the same battery and drivetrain as before, now rated at 22 miles of electric range under the new WLTP test.[57][58] S3 (2013–2020) Audi S3 sedan Audi S3 cabriolet 2.0 TFSI quattro in the UK Aud
S3 Sportback Audi S3 hatchback (facelift) The third generation Audi S3 is powered by a 2.0 L; 121.1 cu in (1,984 cc) TFSI (turbo gasoline direct injection) inline-four engine, with an output of 221 kW (300 PS; 296 bhp) at 5,500 rpm and 380 N·m (280 lbf·ft) of torque at 1,800-5,500 rpm, [59] with its redline at 6,800 rpm. It features new pistons with
stronger bolts and new rings, as well as reinforced connecting rods with new mounts transferring the power to the crankshaft. The cylinder head is made of a new lightweight aluminium alloy designed with high strength and temperature resistance in mind. It has a combined fuel economy of 23 mpg-US (10 L/100 km; 28 mpg-imp) manual; and
24 mpg-US (9.8 L/100 km; 29 mpg-imp) with S tronic. The engine weighs in at 148 kg (326 lb), 5 kg (11 lb) lighter than the previous generation. The S3 is capable of 0-100 km/h (62 mph) in 4.8-5.2 seconds and has an electronically limited top speed of 155 mph (249 km/h).[60] RS 3 (2015-2020) Audi RS 3 Sportback (8V) in Geneva, Switzerland Audi
RS 3 sedan (8V) (facelift) Details for the RS 3 Sportback were revealed in December 2014.[33] It went on sale in the first quarter of 2015 and featured a 2.5 litres (2,480 cc) straight-5 engine with 7-speed dual clutch S tronic transmission and quattro all
wheel drive system. Scott Keogh of Audi of America said in April 2015 that he's "confident" we'll see the car come to the United States.[61] In 2017, the RS3 sedan or saloon was added to the line-up. The RS3 can be ordered with different
optional packages. For example, the Black Optic package includes high-gloss black trunk lip spoiler, while the Dynamic package consists of titanium 19-inch wheels with summer performance tires, red brake calipers, and a sport exhaust system. 2016 facelift 2018 facelift
 Audi A3 Saloon 2016 facelift Audi A3 Sportback 2016 facelift Audi A3 Sportback 2020 facelift Audi A3 Sportback interior (with Virtual Cockpit) After four years, the third-generation Audi A3 Sportback 2020 facelift Audi A3 Sportback interior (with Virtual Cockpit) After four years, the third-generation Audi A3 Sportback 2016 facelift for the model year 2016, which also coincided with the 20th anniversary of the A3 name. The facelifted model was first unveiled through a set
of official images in April 2016. The new A3 sedan was given significant cosmetic updates, which were in-line with the automaker's new design philosophy. As a result, the 2016 Audi A3 sedan was given a refreshed treatment
that made the new A3 look like its elder siblings. Changes on the sides and rear were minimal, with only the taillights getting new LED treatment. There were multiple updates on the interiors as well, with a fully digital 12.3-inch instrument cluster screen placed behind the steering wheel available as an optional upgrade. Sold in Europe and released
Overall: Adult occupant: 34 95% Child occupant: 42 87% Pedestrian: 27 74% Safety assist: 6 86% Engines Petrol engine[64] Model Years Engine displacement Engine code Power Torque 0-100 km/h(0-62 mph) Top speed Transmission Standard Optional A3 1.4 TFSI g-tron 2014-2019 1395 cc I4 CPWA 110 PS (81 kW; 110 hp) at 4,800-6,000 rpm
200 N·m (148 lbf·ft) at 1,500-3,500 rpm 10.8 s 197 km/h(122 mph) 6-spd manual 7-spd S tronic A3 1.2 TFSI 2013-2018 1197 cc I4 CJZA, CYVB 105 PS
(77 kW; 104 hp) at 5,000 rpm 175 N·m (129 lbf·ft) at 1,400-3,500 rpm 10.3 s 193 km/h(120 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (92 kW; 123 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI 2013-2018 1395 cc I4 CXSB, CZC,CZCA 125 PS (128 kW; 128 hp) at 5,000-6,000 rpm 9.3 s 203 km/h(126 kW; 128 kW; 12
I4 CZEA 150 PS (110 kW; 148 hp) at 5,000-6,000 rpm 250 N·m (184 lbf·ft) at 1,500-3,500 rpm 8.3 s 212 km/h(132 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI e-tron (40 e-tron)[66] 2013-2018 (2020) 1395 cc I4 & 75 kW motor CUKB 204 PS (150 kW; 201 hp) at 5,000-6,000 rpm 350 N·m (258 lbf·ft) at 1,600-3,500 rpm 7.6 s 222 km/h(138 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI e-tron (40 e-tron)[66] 2013-2018 (2020) 1395 cc I4 & 75 kW motor CUKB 204 PS (150 kW; 201 hp) at 5,000-6,000 rpm 350 N·m (258 lbf·ft) at 1,600-3,500 rpm 7.6 s 222 km/h(138 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI e-tron (40 e-tron)[66] 2013-2018 (2020) 1395 cc I4 & 75 kW motor CUKB 204 PS (150 kW; 201 hp) at 5,000-6,000 rpm 350 N·m (258 lbf·ft) at 1,600-3,500 rpm 7.6 s 222 km/h(138 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI e-tron (40 e-tron)[66] 2013-2018 (2020) 1395 cc I4 & 75 kW motor CUKB 204 PS (150 kW; 201 hp) at 5,000-6,000 rpm 350 N·m (258 lbf·ft) at 1,600-3,500 rpm 7.6 s 222 km/h(138 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI e-tron (40 e-tron)[66] 2013-2018 (2020) 1395 cc I4 & 75 kW motor CUKB 204 PS (150 kW; 201 hp) at 5,000-6,000 rpm 7.6 s 222 km/h(138 mph) 6-spd manual 7-spd S tronic A3 1.4 TFSI e-tron (40 e-tron)[66] 2013-2018 (2020) 1395 cc I4 & 75 kW motor CUKB 204 PS (150 kW; 201 hp) at 5,000-6,000 rpm 350 N·m (184 lbf·ft) at 1,500-3,500 rpm 350 N·m (184
spd S tronic N/A A3 1.5 TFSI / 35 TFSI[a][65] 2017-2020 1498 cc I4 DADA 150 PS (110 kW; 148 hp) at 5,000-6,000 rpm 250 N·m (184 lbf·ft) at 1,250-5,000 rpm 7.2 s
232 km/h(144 mph) 6-spd manual6-spd S tronic 7-spd 
at 1,800-5,500 rpm 4.6 s[b] 249 km/h(155 mph) 6-spd manual 6-spd S tronic[e] S3 2.0 TFSI 2016-2018 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 rpm 4.6 s[d] 249 km/h(155 mph) 6-spd manual 7-spd S tronic[e] S3 2.0 TFSI 2019-2020 1984 cc I4 DNUE 300 PS (221 kW; 296 hp) at 5,300-6,200 PS (221 kW; 296 hp) at 5,300-6,200 PS (221 kW; 296 hp) at 5,300-6,200 PS (221 kW; 296
6,500 rpm 400 N·m (295 lbf·ft) at 2,000-5,200 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2015-2016 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.3 s 280 km/h(174 mph) 7-spd S tronic N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(174 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 mph) 7-spd S tronic[g] N/A RS 3 2.5 TFSI 2017-2018 2480 cc I5 DAZA 400 PS (294 kW; 395 hp) at 5,550-6,800 rpm 4.7 s[f] 250 km/h(160 
5.850-7.000 \text{ rpm } 480 \text{ N} \cdot \text{m} (354 \text{ lbf} \cdot \text{ft}) \text{ at } 1,700-5,850 \text{ rpm } 4.1 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 2.5 \text{ TFSI } 2019-2020 2480 \text{ cc I5 DNWA } 400 \text{ PS } (294 \text{ kW}; 395 \text{ hp}) \text{ at } 5.850-7.000 \text{ rpm } 4.1 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.5 \text{ TFSI } 2019-2020 2480 \text{ cc I5 DNWA } 400 \text{ PS } (294 \text{ kW}; 395 \text{ hp}) \text{ at } 5.850-7.000 \text{ rpm } 4.1 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.5 \text{ TFSI } 2019-2020 2480 \text{ cc I5 DNWA } 400 \text{ PS } (294 \text{ kW}; 395 \text{ hp}) \text{ at } 5.850-7.000 \text{ rpm } 4.1 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.5 \text{ rpm } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s } 280 \text{ km/h} (174 \text{ mph}) 7-\text{spd S tronic N/A RS } 3.8 \text{ s 
100 km/h(0-62 mph) Top speed Transmission Standard Optional A3 1.6 TDI 2013-2017 1598 cc I4 CLHA 105, CXXB 110 105 PS (77 kW; 104 hp) at 3,000-4,000 rpm 10.5 s 202 km/h(126 mph) 6-spd manual 6-spd S tronic A3 1.6 TDI / 30 TDI 2017-2020 1598 cc I4
DDYA 115 PS (85 kW; 113 hp) at 3,000-4,000 rpm 250 N·m (184 lbf·ft) at 1,750-3,000 rpm 9.8 s 202 km/h(126 mph) 6-spd manual 7-spd S tronic A3 2.0 TDI / 35 TDI 2013-2020 1968 cc I4 CRBC, CRLB, CRUA, DBGA, DCYA, DEJA 150 PS (110 kW; 148 hp) at 3,500-4,000 rpm 320 N·m (236 lbf·ft) at 1,750-3,000 rpm 8.6 s 213 km/h(132 mph) 6-spd
manual 6-spd S tronic A3 2.0 TDI / 40 TDI 2013-2020 1968 cc I4 CUNA, DGCA 184 PS (135 kW; 181 hp) at 3,500-4,000 rpm 380 N·m (280 lbf·ft) at 1,750-3,250 rpm 7.3 s 230 km/h(143 mph) 6-spd manual 6-spd S tronic ^ 2017-present ^ S tronic ^ 2019-present Fourth generation (Typ
8Y; 2020) Motor vehicle Fourth generation (8Y)Audi A3 SportbackOverviewProductionMay 2020-presentAssemblyGermany: Ingolstadt(Audi AG Werk Ingolstadt)China: Qingdao (FAW-VW Automotive Co. Ltd)Body and chassisBody style5-door hatchback (Sportback)4-door sedanPlatformVolkswagen Group MQB EvoRelatedVolkswagen Golf Mk8SEAT
León Mk4Škoda Octavia Mk4PowertrainEngine Inline-three petrol engine 1.0 L EA211 Evo turbo I4 (S3) Inline-four Bi-Fuel (Petrol/CNG) engine 1.5 L EA211 TGI Evo turbo I4 (30 g-tron) Straight-five engine 2.5 L I5
TFSI Inline-four diesel engine 2.0 L EA288 evo 4 TDI Electric motor48 Volt belt-drive alternator starter (MHEV)81 kW (110 PS; 114 hp) Permanent magnet AC synchronous motorTransmission6-speed manual7-speed S-tronicHybrid drivetrainMHEVPHEVBattery13 kWh Li-ionDimensionsWheelbase2,640 mm (103.9 in)
(sportback)2,636 mm (103.8 in) (sedan)2,680 mm (105.5 in) (A3L)Length4,337 mm (170.7 in) (sedan)4,548 mm (170.7 in) (sedan)4,548 mm (170.7 in) (sedan)4,548 mm (170.7 in) (sedan)4,548 mm (170.8 in) (sedan)4,548 
heavily inspired by Lamborghini, LED headlights and taillights, with the option of Matrix and Laser LED headlights. It shares the MQB evo platform with other Audi models, and with the volkswagen Golf Mk8, SEAT Leon Mk4, and Skoda Octavia Mk4. It is 3 centimetres longer and wider when compared to the outgoing model while keeping the
wheelbase length the same, trunk cargo space is 380 litres with the seats up, and 1200 litres with the seats folded down. It has a drag coefficient of 0.28, and is powered by 1.0-liter a litres with the seats up, and 1200 litres with the seats folded down. It has a drag coefficient of 0.28, and is powered by 1.0-liter a litres with the seats up, and 1200 litres with 110 hp, 1.5-litre with 150 hp, 2.0-liter and 1200 litres with 110 hp, 1.5-litre with 150 hp, 2.0-liter and 1200 litres with 110 hp, 1.5-litre with 150 hp, 2.0-liter and 1200 litres with 150 hp, 2
gasoline and diesel variants. It produces 190 hp (142 kW) and 320 N·m (236 lbf·ft) of torque (400 Nm for the diesel variants) due to the Quattro four-wheel-drive system. The S3 model has the same 2.0L petrol engine from the previous generation, producing
 310 hp (231 kW) and 400 N·m (295 lbf·ft) of torque, but this time is only available with an automatic gearbox. Similarly it has reduced cargo space due to the Quattro four-wheel-drive system. Like the previous generation, the new A3 Sedan was revealed on 21 April 2020, with the front fascia similar to that of
the A3 Sportback.[67] Compared with its predecessor, the new A3 Sedan is 4 cm longer (4.50 meters), 2 cm wider (1.82 meters), and 1 cm taller (1.43 meters). However, the wheelbase remains unchanged.[67] This generation of the A3 sedan is not expected to arrive in North America until late 2021, as a 2022 model.[68] North America will not get
the Sportback e-Tron like before. In the countries that will receive The PHEV A3 will no longer be called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars. Instead, it is called The e-tron because this name is reserved for electric Audi cars.
the Golf GTE and is a second quicker to 60 mph (97 km/h). This generation of the A3 sportback is arriving in Thailand this November 2021, as a 2022 model. A3 Sportbacks delivered to customers in the UK are plagued with software issues, including constant rebooting of MMI (entertainment and navigation system), SOS calling functionality.
proximity radar issues, etc. Audi customer service does not know when these issues will be resolved and current advice is not to buy these cars until fixing the issue.[69] Audi RS 3 Sedan The highest specification RS 3 model is fitted with a 2.5-litre 5-cylinder producing 400 hp (298 kW) and 500 N·m (369 lbf·ft), and has
 0-60 mph (97 km/h) acceleration time of just 3.8 seconds. It gets a seven-speed dual-clutch automatic, or an electric S-Tronic gearbox. It also gets the new MMI infotainment system, with a 10.25 or 12.3-inch digital instrument cluster, and a secondary screen of 10.1-inches. Awards and accolades (2014) World Car of the Year (2013) What Car? Small
Family Car of the Year (2013) What Car? Car of the Year (2000) Brazilian Car of the Year (2000) Brazilian Car of the Year (1997, 1999, 2000) Auto motor und sport readers' poll Best Car award (1997) Autozeitung "Auto Trophy" award (1997) Autozeitung "Au
the FIA European Rallycross Championship An Audi RS3 LMS TCR in the ADAC TCR Germany Touring Car Championship and dock An Audi RS3 LMS TCR in the FIA European Rallycross Championship and the FIA Europe
compete in the 2014 British Touring Car Championship season under the NGTC regs. Currently AmD Tuning field two S3 Saloon's for Ant Whorton-Eales and Ollie Jackson. Audi's motorsports brand, Audi Sport, produced an RS3 LMS beginning in 2017. The car is built to TCR International Series regulations. After the release of 4th generation of Audi
A3; the model of RS 3 LMS TCR is also changed, and it will firstly start to race in 2021 WTCR season.[71] References ^ "Audi A3 a model of success: Two decades, three generations" (2 December 2016). Press release. Audi-MediaCenter.com. Retrieved 24 December 2019. ^ "Audi A3: Generations Timeline, Specs, and Pictures" (28 October 2016).
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section on page thirty-eight of the June 2004 issue of Motor Trend Audi A3 Owner's Manual (English/UK edition) (2000 Audi A3 Owner's Manual (English/UK edition) (2000 Audi A3 - official site at Audi worldwide A3 - official site at A4 -
internet access standard. For other uses, see 4G (disambiguation). Part of a series on the Mobile phone generations Mobile telecommunications Analog 0G 1G Digital 2G 2.5G 3.75G 3.9G/3.95G 4G 4G/4.5G 4.5G/4.9G 5G 6G vte 4G[1] is the fourth generation of broadband cellular network technology, succeeding 3G, and preceding 5G.
4G system must provide capabilities defined by ITU in IMT Advanced. Potential and current applications include amended mobile web access, IP telephony, gaming services, high-definition of 4G to include Long Term Evolution (LTE),
Worldwide Interoperability for Microwave Access (WiMAX), and Evolved in Speed Packet Access (HSPA+).[2] The first-release WiMAX standard was commercially deployed in Oslo, Norway, and Stockholm
Sweden in 2009, and has since been deployed throughout most parts of the world. It has, however, been debated whether first-release versions should be considered 4G LTE. The 4G wireless cellular standard was defined by the International Telecommunication Union (ITU) and specifies the key characteristics of the standard, including transmission
technology and data speeds. Each generation of wireless cellular technology has introduced increased bandwidth speeds and network capacity. 4G users get speeds of up to 100 Mbit/s, while 3G only promised a peak speed of 14 Mbit/s. Technical overview In November 2008, the International Telecommunication Union-Radio communications sector
(ITU-R) specified a set of requirements for 4G standards, named the International Mobile Telecommunications Advanced (IMT-Advanced) specification, setting peak speed requirements for 4G standards, named the International Mobile Telecommunication (such as from trains and cars) and 1 gigabit per
second (Gbit/s) for low mobility communication (such as pedestrians and stationary users).[3] Since the first-release versions of Mobile WiMAX and LTE support much less than 1 Gbit/s peak bit rate, they are not fully IMT-Advanced compliant, but are often branded 4G by service providers. According to operators, a generation of the network refers to
the deployment of a new non-backward-compatible technologies, as well as other beyond-3G technologies that do not fulfill the IMT-Advanced compliant versions and "a
substantial level of improvement in performance and capabilities with respect to the initial third generation systems now deployed".[4] Mobile WiMAX Release 2 (also known as WirelessMAN-Advanced or IEEE 802.16m) and LTE Advanced (LTE-A) are IMT-Advanced compliant backwards compatible versions of the above two systems, standardized
during the spring 2011,[citation needed] and promising speeds in the order of 1 Gbit/s. Services were expected in 2013.[needs update] As opposed to earlier generations, a 4G system does not support traditional circuit-switched telephony service, but instead relies on all-Internet Protocol (IP) based communication such as IP telephony. As seen below
the spread spectrum radio technology used in 3G systems is abandoned in all 4G candidate systems and replaced by OFDMA multi-carrier transmission and other frequency-domain equalization (FDE) schemes, making it possible to transfer very high bit rates despite extensive multi-path radio propagation (echoes). The peak bit rate is further
improved by smart antenna arrays for multiple-input multiple-output (MIMO) communications. Background In the field of mobile communications, a "generation" generation technology, higher peak bit rates, new frequency bands, wider channel
frequency bandwidth in Hertz, and higher capacity for many simultaneous data transfers (higher system spectral efficiency in bit/second/Hertz/site). New mobile generations have appeared about every ten years since the first move from 1981 analog (1G) to digital (2G) transmission in 1992. This was followed, in 2001, by 3G multi-media support
spread spectrum transmission and a minimum peak bit rate of 200 kbit/s, in 2011/2012 to be followed by "real" 4G, which refers to all-Internet Protocol (IP) packet-switched networks giving mobile ultra-broadband (gigabit speed) access. While the ITU has adopted recommendations for technologies that would be used for future global
communications, they do not actually perform the standardization or development work themselves, instead relying on the work of other standard bodies such as IEEE, WiMAX Forum, and 3GPP. In the mid-1990s, the ITU-R standardization or ganization or development work themselves, instead relying on the work of other standard bodies such as IEEE, WiMAX Forum, and 3GPP. In the mid-1990s, the ITU-R standardization or development work themselves, instead relying on the work of other standard bodies such as IEEE, WiMAX Forum, and 3GPP. In the mid-1990s, the ITU-R standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies such as IEEE, wimax for the work of other standard bodies are the work of other standard bodies and the work of other standard bodies are the work of the work of the
systems, requiring 2000 kbit/s peak bit rate.[5] In 2008, ITU-R specified the IMT Advanced (International Mobile Telecommunications Advanced) requirements for 4G systems. The fastest 3G-based standard in the UMTS family is the HSPA+ standard, which has been commercially available since 2009 and offers 21 Mbit/s downstream (11 Mbit/s downstream).
        ream) without MIMO, i.e. with only one antenna, and in 2011 accelerated up to 42 Mbit/s peak bit rate downstream using either DC-HSPA+ (simultaneous use of two 5 MHz UMTS carriers)[6] or 2x2 MIMO. In theory speeds up to 672 Mbit/s are possible, but have not been deployed yet. The fastest 3G-based standard in the CDMA2000 family is
the EV-DO Rev. B, which is available since 2010 and offers 15.67 Mbit/s downstream. Frequencies for 4G LTE networks See here: LTE frequency bands IMT-Advanced (International Mobile Telecommunications Advanced), as defined by ITU-R. An IMT-Advanced cellular system must fulfill the
following requirements:[7] Be based on an all-IP packet switched network. Have peak data rates of up to approximately 1 Obit/s for low mobility such as nomadic/local wireless access.[3] Be able to dynamically share and use the network resources to support more
simultaneous users per cell. Use scalable channel bandwidths of 5-20 MHz, optionally up to 40 MHz.[3][8] Have peak link spectral efficiency of 15 bit/s·Hz in the downlink, and 6.75 bit/s·Hz in the downlink, and 6.75 bit/s·Hz in the downlink, and 6.75 bit/s·Hz in the downlink should be possible over less than 67 MHz bandwidth). System spectral efficiency is, in indoor cases,
3 bit/s·Hz·cell for downlink and 2.25 bit/s·Hz·cell for up link.[3] Smooth handovers across heterogeneous networks. In September 2009, the technology proposals are based on two technologies: LTE Advanced standardized by the 3GPP
802.16m standardized by the IEEE Implementations of Mobile WiMAX and first-release LTE were largely considered a stopgap solution that would offer a considerable boost until WiMAX 2 (based on the 802.16m specification) and LTE Advanced was deployed. The latter's standard versions were ratified in spring 2011. The first set of 3GPP
requirements on LTE Advanced was approved in June 2008.[10] LTE Advanced was standardized in 2010 as part of Release 10 of the 3GPP specification. Some sources consider first-release LTE and Mobile WiMAX implementations as pre-4G or near-4G, as they do not fully comply with the planned requirements of 1 Gbit/s for stationary reception and
100 Mbit/s for mobile. Confusion has been caused by some mobile carriers who have launched products advertised as 4G but which according to some sources are pre-4G versions, commonly referred to as 3.9G, which do not follow the ITU-R defined principles for 4G standards, but today can be called 4G according to ITU-R. Vodafone Netherlands for
example, advertised LTE as 4G, while advertising LTE Advanced as their '4G+' service. A common argument for branding 3.9G systems as new-generation is that they are based on a new radio-interface paradigm; and that the standards are not backwards compatible with 3G, whilst some
of the standards are forwards compatible with IMT-2000 compliant versions of the same standards. System standards IMT-2000 compliant 4G standards are forwards compatible with IMT-2000 compliant versions of the same standards. System standards IMT-2000 compliant 4G standards are forwards compatible with IMT-2000 compliant 4G standards IMT-2000 compliant 4G standards.
Telecommunications Advanced program (IMT-Advanced program), which is focused on global communication systems that will be available several years from now. LTE Advanced (Long Term Evolution Advanced) is a candidate for IMT-Advanced program, which is focused on global communication systems that will be available several years from now. LTE Advanced (Long Term Evolution Advanced) is a candidate for IMT-Advanced program (IMT-Advanced Main article: LTE Advanced Main article: LTE Advanced (Long Term Evolution Advanced) is a candidate for IMT-Advanced program (IMT-Advanced Main article: LTE Advanced Main article: 
T in the fall 2009, and expected to be released in 2013. [needs update] The target of 3GPP LTE Advanced is essentially an enhancement to LTE. It is not a new technology, but rather an improvement on the existing LTE network. This upgrade path makes it more cost effective for
vendors to offer LTE and then upgrade to LTE Advanced which is similar to the upgrade from WCDMA to HSPA. LTE and LTE Advanced will also make use of additional spectrums and multiplexing to allow it to achieve higher data
speeds. Data speeds of LTE-Advanced LTE Advanced Peak download 1000 Mbit/s Peak upload 0500 Mbit/s IEEE 802.16m or WirelessMAN-Advanced (WiMAX 2)
evolution of 802.16e is under development, with the objective to fulfill the IMT-Advanced criteria of 1 Gbit/s for stationary reception and 100 Mbit/s for mobile reception. [13] Forerunner versions Long Term Evolution (LTE) Main article: LTE (telecommunication) Telia-branded Samsung LTE modem Huawei 4G+ Dual Band Modem The pre-4G 3GPP
Long Term Evolution (LTE) technology is often branded "4G - LTE", but the first LTE release does not fully comply with the IMT-Advanced requirements. LTE has a theoretical net bit rate capacity of up to 100 Mbit/s in the downlink and 50 Mbit/s in the uplink if a 20 MHz channel is used — and more if multiple-input multiple-output (MIMO), i.e.
antenna arrays, are used. The physical radio interface was at an early stage named High Speed OFDM Packet Access (HSOPA), now named Evolved UMTS Terrestrial Radio Access (E-UTRA). The first LTE USB dongles do not support any other radio interface. The world's first publicly available LTE service was opened in the two Scandinavian
capitals, Stockholm (Ericsson and Nokia Siemens Networks systems) and Oslo (a Huawei system) on December 14, 2009, and branded 4G. The user terminals were manufactured by Samsung.[14] As of November 2012, the five publicly available LTE services in the United States are provided by MetroPCS,[15] Verizon Wireless,[16] AT&T Mobility,
U.S. Cellular,[17] Sprint,[18] and T-Mobile US.[19] T-Mobile Hungary launched a public beta test (called friendly user test) on 7 October 2011, and has offered commercial 4G LTE services since 1 July 2011 for data devices, slated to go
nationwide by 2012.[20] KT Telecom closed its 2G service by March 2012 and completed nationwide LTE services were launched by EE in October 2012,[21] by O2 and Vodafone in August 2013,[22] and by Three in December 2013.[23] Data speeds of LTE LTE
Peak download 0100 Mbit/s Peak upload 0050 Mbit/s Mobile WiMAX (IEEE 802.16e) The Mobile WiMAX (IEEE 802.16e-2005) mobile wireless broadband access (MWBA) standard (also known as WiBro in South Korea) is sometimes branded 4G, and offers peak data rates of 128 Mbit/s downlink and 56 Mbit/s uplink over 20 MHz wide channels.
[citation needed] In June 2006, the world's first commercial mobile WiMAX service was opened by KT in Seoul, South Korea. [24] Sprint has begun using Mobile WiMAX, as of 29 September 2008, branding it as a "4G" network even though the current version does not fulfill the IMT Advanced requirements on 4G systems. [25] In Russia, Belarus and
Nicaragua WiMax broadband internet access were offered by a Russian company Scartel, and was also branded 4G, Yota. [26] Data speeds of WiMAX WiMAX Peak download 0128 Mbit/s In the latest version of the standard, will be standard to be not compatible with earlier WiMax standard, and is
instead interchangeable with LTE-TDD system, effectively merging WiMax standard with LTE. TD-LTE for China market This section possibly contains synthesis of material which does not verifiably mention or relate to the main topic. Relevant discussion may be found on the talk page. (April 2017) (Learn how and when to remove this template
message) Just as Long-Term Evolution (LTE) and WiMAX are being vigorously promoted in the global telecommunications leading technology and has quickly occupied the Chinese market. TD-LTE, one of the two variants of the LTE air interface technologies, is not yet
mature, but many domestic and international wireless carriers are considering LTE because this is the main source of their future market. The above news also confirms IBM's statement that while only 8% of the operators are considering the use of WiMAX,
WiMAX can provide the fastest network transmission to its customers on the market and could challenge LTE. TD-LTE is not the first 4G wireless mobile broadband network data standard, but it is China's 4G standard that was amended and published by China's 4G standard that was amended and published by China's largest telecom operator - China Mobile. After a series of field trials, is expected to be a series of field trials.
released into the commercial phase in the next two years. Ulf Ewaldsson, Ericsson's vice president said: "the Chinese Ministry of Industry and China Mobile in the fourth quarter of this year will held a large-scale field test, by then, Ericsson will help the hand." But viewing from the current development trend, whether this standard advocated by China
Mobile will be widely recognized by the international market is still debatable. Discontinued and UMB (Ultra Mobile Broadband) was the brand name for a discontinued 4G project within the 3GPP2 standardization group to improve the CDMA2000 mobile phone
standard for next generation applications and requirements. In November 2008, Qualcomm, UMB's lead sponsor, announced it was ending development of the technology, favoring LTE instead. [27] The objective was to achieve data speeds over 275 Mbit/s downstream and over 75 Mbit/s upstream. Flash-OFDM At an early stage the Flash-OFDM
system was expected to be further developed into a 4G standard. iBurst and MBWA (IEEE 802.20) systems The iBurst system (or HC-SDMA, High Capacity Spatial Division Multiple Access) was at an early stage considered to be a 4G predecessor. It was later further developed into the Mobile Broadband Wireless Access (MBWA) system, also known as
IEEE 802.20. Principal technologies in all candidate systems This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. (August 2015)
can be observed in all suggested 4G technologies: Physical layer transmission techniques are as follows: [28] MIMO: To attain ultra high spectral efficiency by means of spatial processing including multi-antenna and multi-user MIMO Frequency-domain-equalization, for example multi-carrier modulation (OFDM) in the downlink or single-carrier
frequency-domain-equalization (SC-FDE) in the uplink: To exploit the frequency selective channel property without complex equalization Frequency-domain statistical multiplexing, for example (OFDMA) or (single-carrier FDMA) (SC-FDMA, a.k.a. linearly precoded OFDMA, LP-OFDMA) in the uplink: Variable bit rate by assigning different sub-
channels to different users based on the channel conditions Turbo principle error-correcting codes: To minimize the required SNR at the reception side Channel conditions Turbo principle error-correcting codes: To minimize the required SNR at the reception side Channel conditions.
connected to fixed Internet broadband infrastructure) As opposed to earlier generations, 4G systems do not support circuit switched telephony. IEEE 802.20, UMB and OFDM standards[29] lack soft-handover support, also known as cooperative relaying. Multiplexing and access schemes This section contains information of unclear or questionable
importance or relevance to the article's subject matter. Please help improve this section by clarifying or removed. Find sources: "4G" - news · newspapers · books · scholar · JSTOR (May 2010) (Learn how and
when to remove this template message) Recently, new access schemes like Orthogonal FDMA (OFDMA), Interleaved FDMA, and Multi-carrier CDMA (MC-CDMA) are gaining more importance for the next generation systems. These are based on efficient FFT algorithms and frequency domain equalization, resulting in
a lower number of multiplications per second. They also make it possible to control the bandwidth and form the spectrum in a flexible way. However, they require advanced dynamic channel allocation and adaptive traffic scheduling. WiMax is using OFDMA in the downlink and in the uplink. For the LTE (telecommunication), OFDMA is used for the
downlink; by contrast, Single-carrier FDMA is used for the uplink since OFDMA contributes more to the PAPR related issues and results in nonlinear operation of amplifiers. IFDMA provides less power fluctuation and thus requires energy-inefficient linear amplifiers. Similarly, MC-CDMA is in the proposal for the IEEE 802.20 standard. These access
schemes offer the same efficiencies as older technologies like CDMA. Apart from this, scalability and higher data rates can be achieved. The other important advantage of the above-mentioned access techniques is that they require less complexity for equalization at the receiver. This is an added advantage especially in the MIMO environments since
the spatial multiplexing transmission of MIMO systems inherently require high complexity equalization at the receiver. In addition to improvements in these multiplexing systems, improved modulation techniques are being proposed for
use with the 3GPP Long Term Evolution standards. IPv6 support Main articles: Network layer, Internet protocol, and IPv6 Unlike 3G, which is based on packet switched network nodes, 4G is based on packet swit
(nearly) exhausted, [Note 1][30] IPv6 is essential to support the large number of wireless-enabled devices that communicate using IP. By increasing the number of sharing a limited number of addresses among a larger group of devices, which has a
number of problems and limitations. When using IPv6, some kind of NAT is still required for communication with legacy IPv4 devices that are not also IPv6-connected. As of June 2009[update], Verizon has posted Specifications [1] that require any 4G devices on its network to support IPv6. [31] Advanced antenna systems Main articles: MIMO and MU
MIMO The performance of radio communications. In the early 1990s, to cater for the growing data rate needs of data
communication, many transmission schemes were proposed. One technology, spatial multiplexing involves deploying multiple antennas at the transmitter and at the receiver. Independent streams can then be transmitted simultaneously from all the antennas
This technology, called MIMO (as a branch of intelligent antennas or the number of receive antennas or the number of transmitter or at the receiver. This
is called transmit or receive diversity. Both transmit/receive diversity and transmit/receive diversity and transmit patial multiplexing are categorized into the space-time coding techniques, which require channel knowledge at the
transmitter. Open-wireless Architecture (OWA), supporting multiple wireless architecture (OWA). Since 4G is a collection of wireless standards, the
final form of a 4G device will constitute various standards. This can be efficiently realized using SDR technologies The 4G system was originally envisioned by the DARPA, the US Defense Advanced Research Projects Agency. [citation needed] DARPA
selected the distributed architecture and end-to-end Internet protocol (IP), and believed at an early stage in peer-to-peer networking in which every mobile device would be both a transceiver and a router for other devices in the network, eliminating the spoke-and-hub weakness of 2G and 3G cellular systems.[32][page needed] Since the 2.5G GPRS
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system, cellular systems have provided dual infrastructures: packet switched nod i.e. two infrastructures in parallel. This means that in 4G traditional voice calls at downlink, later renamed 3GPP Long Term Evolution (LTE) air interface E-UTRA. about US\$5 billion in a WiMAX technology buildout over the next few years[36] (spectrum; Sprint merged its Xohm WiMAX division with Clearwire to form a comywhich they reached a maximum packet transmission rate of approximately 5 Gbit consumption below 100 mW during the test.[39] In January 2008, a U.S. Federal supporting LTE. In January 2008, EU commissioner Viviane Reding suggested refult-Advanced, by issuing a Circular Letter calling for candidate Radio Access Terequirements following the ITU-R agenda. In April 2008, LG and Nortel demonstr southeast Asia, has signed a memorandum of understanding with Qatar Telecom On 3 March 2009, Lithuania's LRTC announcing the first operational "4G" mobile 2009, the first commercial LTE deployment was in the Scandinavian capitals Stocinfrastructure created by Huawei (in Oslo) and Ericsson (in Stockholm). TeliaSon Introductory tests showed a TCP throughput of 42.8 Mbit/s downlink and 5.3 Mbit ITU World Radiocommunication Seminar 2010, the ITU stated that LTE, WiMAX HTC Thunderbolt offered by Verizon in the U.S. was the second LTE smartphone many deployments by various operators across the globe. For an overview of com List of planned LTE networks. Disadvantages 4G introduces a potential inconvenisettings for the local carrier and/or country. While a phone purchased from a give available (although fallback to 3G for voice calling may still be possible if a 3G ne	re replaced by IP telephony. In 2002, the strategic vision for 4G—which In November 2005, KT Corporation demonstrated mobile WiMAX serv (\$6.72 billion in real terms[37]). Since that time Sprint has faced many apany which will take the name "Clear". In February 2007, the Japanes the downlink with 12×12 MIMO using a 100 MHz frequency ban Communications Commission (FCC) spectrum auction for the 700 MH callocation of 500-800 MHz spectrum for wireless communication, included the communication of 500-800 MHz spectrum for wireless communication, included a current of 500-800 MHz spectrum for wireless communication, included the current of 500-800 MHz spectrum for wireless communication, included the current of 500-800 MHz spectrum for wireless communication, included the current of 500-800 MHz spectrum for wireless communication, included the current of 500-800 MHz spectrum for wireless communications provided the current of 500-800 MHz spectrum for wireless communications provided the first spectrum for the first of 500-800 MHz spectrum for the first spectrum for the first of 500-800 MHz spectrum for wireless for the spectrum for the first spectrum for first spectrum for the first s	ch ITU designated as IMT Advanced—was laid out. In 2004, LTE was first vice in Busan, South Korea.[34] In April 2006, KT Corporation started the vice setbacks that have resulted in steep quarterly losses. On 7 May 2008, Size company NTT DoCoMo tested a 4G communication system prototype with while moving at 10 km/h,[38] and is planning on releasing the first former analog TV frequencies began. As a result, the biggest share of luding WiMAX.[41] On 15 February 2008, Skyworks Solutions released a eiving the circular letter, the 3GPP organized a workshop on IMT-Advance on 12 November 2008, HTC announced the first WiMAX-enabled mobile projects in the Philippines. The joint-venture formed wi-tribe Philippines, in advertising "4G" service in selected cities in the United States, despite a and its Norwegian brandname NetCom (Norway). TeliaSonera branded and.[51][52] TeliaSonera used spectral bandwidth of 10 MHz, and single WiMAX smartphone in the US, the HTC Evo 4G.[54] On November 4, 20 a 2011, Argentina's Claro launched a pre-4G HSPA+ network in the counterated mobile-TV over LTE, utilizing the new eMBMS service (enhanced I List of LTE networks. Among the vast range of deployments, many operation or another carrier's network (including international roaming) may calls on another carrier's network (including international roaming) may	t proposed by NTT DoCoMo of Japan.[33] In 2005, OFDMA transmission tede world's first commercial mobile WiMAX service in Seoul, South Korea.[35] Sprint, Imagine, Google, Intel, Comcast, Bright House, and Time Warner and with 4×4 MIMO called VSF-OFCDM at 100 Mbit/s while moving, and 1 Gbit/set commercial network in 2010. In September 2007, NTT Docomo demonstrate spectrum went to Verizon Wireless and the next biggest to AT&T.[40] By front-end module for e-UTRAN.[42][43][44] In November 2008, ITU-R estaged where it was decided that LTE Advanced, an evolution of current LTE stage phone, the Max 4G[47] On 15 December 2008, San Miguel Corporation, the which offers 4G in the country.[48] Around the same time Globe Telecom reaverage download speeds of only 3-6 Mbit/s with peak speeds of 10 Mbit/s the network "4G". The modem devices on offer were manufactured by Sand-in-single-out, which should provide physical layer net bit rates of up to 50 to 10, the Samsung Craft offered by MetroPCS is the first commercially availated try. In 2011, Thailand's Truemove-H launched a pre-4G HSPA+ network with Multimedia Broadcast Multicast Service).[58] Since 2009, the LTE-Standard ators are considering the deployment and operation of LTE networks. A composition of the local carrier and the province of the local carrier and the local carrier	In mid-2006, Sprint announced that it would invest ounced a pooling of an average of 120 MHz of s while stationary. NTT DoCoMo completed a trial in rated e-UTRA data rates of 200 Mbit/s with power oth of these companies have stated their intention of blished the detailed performance requirements of andard, will meet or even exceed IMT-Advanced the largest food and beverage conglomerate in solled out the first WiMAX service in the Philippines. (not available in all markets).[50] On 14 December usung (dongle GT-B3710), and the network with Mbit/s downlink and 25 Mbit/s in the uplink. The late the hationwide availability. On March 17, 2011, the has strongly evolved over the years, resulting in upilation of planned LTE deployments can be found at: the phone model in question, which may or may not be
current research, this issue is addressed by macro-diversity techniques, also knows seamlessly move between them (See vertical handoff, IEEE 802.21). These access protocols to create a pervasive network. Past 4G networks This section is about V Nepal Nepal Telecom 2021-12-?? WiMAX [64] Trinidad and Tobago Blink bmok Notes ^ The exact exhaustion status is difficult to determine, as it is unknown ho Singapore: Springer Singapore, pp. 19–33, ISBN 978-981-15-6818-3, retrieved At November 2008 ^ a b "ITU World Radiocommunication Seminar highlights future "Everything You Need To Know About 4G Wireless Technology". TechSpot. Retrie Research. Archived from the original on January 17, 2016. Retrieved January 11, Erik; Furuskär, Anders; Jading, Ylva; Olsson, Magnus; Wänstedt, Stefan; Zangi, K	wn as group cooperative relay, and also by Beam-Division Multiple Acts technologies can be Wi-Fi, UMTS, EDGE, or any other future access WiMAX & LTE network shutdowns. For shutdowns of HSPA+ (UMTS) is bile (TSTT) 2015-03-03 WiMAX [65] United States Sprint 2016-03-31 with many unused addresses exist at ISPs, and how many of the address ugust 3, 2022 ^ "ITU says LTE, WiMax and HSPA+ are now officially be communication technologies". International Telecommunication Universed January 11, 2016. ^ Rumney, Moray (September 2008). "IMT-Advanced - "3GPP specification: Requirements for further advancements (September 21-24, 2008). LTE Advanced - Evolving LTE towar	cess (BDMA).[60] Pervasive networks are an amorphous and at present of technology. Included in this concept is also smart-radio (also known as content to the content of th	entirely hypothetical concept where the user can be simultaneously connect cognitive radio) technology to efficiently manage spectrum use and transmiss. Network Shutdown date Standard Notes Jamaica Digicel 2018-10-31 WiM 4G-LTE filter Comparison of mobile phone standards Comparison of wireless ansferred to others. References ^ Li, Zhengmao; Wang, Xiaoyun; Zhang, Tobc dITU-R, Report M.2134, Requirements related to technical performance commercial networks support DC-HSPA+, drives HSPA investments LteW assurement Journal. Archived from the original (PDF) on January 17, 2016. The paves way for next-generation 4G mobile technologies (Press release). ITtericsson Research. Stockholm. Archived from the original (PDF) on March 7,	ed to several wireless access technologies and can sion power as well as the use of mesh routing AX [61] Malaysia Yes 4G 2019-10-01 WiMAX [62][63] is data standards Wireless device radiation and health ingxu (August 11, 2020), "From 5G to 5G+", 5G+, e for IMT-Advanced radio interface(s), Approved in orld February 7, 2012 ^ Vilches, J. (April 29, 2010). "2009-12: The way of LTE towards 4G". Nomor J. October 21, 2010. ^ Parkvall, Stefan; Dahlman, 2012. Retrieved November 26, 2010. ^ "The Draft"
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