

FOR IMMEDIATE RELEASE
Monday, August 14, 2006

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THE 2007 AUDI A4 AND S4: BREATH-TAKING DESIGN, LUXURY, AND PERFORMANCE

AUBURN HILLS, Mich. – The 2007 Audi A4 represents a dynamic level of driving pleasure, superior technology, exciting styling and a level of luxury that even satisfies the demands made in the premium sports class. The A4 and its performance sibling, the S4[®], represent Audi’s contribution to the premium midsize segment. With its bold exterior styling, award-winning interior, S4-derived steering and suspension components, and best-in-class crash protection, the A4 line offers a world class driving experience unmatched by its competitors.

The vehicles’ technology lives up to the promise made by its exterior styling, including multiple exterior packages made available for both the A4 and S4 since the vehicle’s launch. Innovative and highly sophisticated technologies are an integral part of practically all vehicle areas and components: the optional bi-xenon headlights with pivoting dynamic adaptive light technology, continuously variable multitronic[®] transmission, quattro[®] all-wheel drive and the revolutionary FSI (Fuel Straight Injection) engine technology.

With so much style, performance, and technology imbued in the A4 line, the accolades it has received come as no surprise. In 2005, the A4/S4 won the “Auto Interior of the Year” award from *Ward’s*, it received a “Top Safety Pick - Silver” rating from the Insurance Institute for Highway Safety (IIHS) for occupant protection, and has been on the *Consumer Reports*’ “Recommended” list for new vehicles since 2005.

Drivetrain

Two performance-oriented engines are available in the A4 sedan and Avant. The six-cylinder **3.2 FSI** has all the features of an ultramodern engine: FSI gasoline direct injection with demand-controlled fuel supply, a variable intake manifold and continuous camshaft adjustment on both the intake and the exhaust side.

This V6 engine delivers 255 horsepower at 6,500 revolutions per minute. Its peak torque of 243 lb-ft. is available at 3,250 rpm. More than 90 percent of the engine's peak torque is available in the wide range between 1,900 and 5,900 rpm – a unique characteristic for a naturally aspirated V6. The A4 3.2 FSI quattro is available with a six-speed manual transmission, or an optional six-speed automatic with Tiptronic®. The A4 3.2 FSI FrontTrak sedan comes standard with a continuously variable multitronic transmission.

FSI direct gas injection has confirmed its unique potential several times over in what must be the most challenging endurance test in the world: an engine with FSI direct injection powered the Le Mans-winning Audi R8.

How does the FSI technology differ operationally from a conventional engine? The term "fuel direct injection" makes the central feature clear: in contrast to fuel mixed with air in the intake manifold, the fuel is injected directly into the combustion chamber via an injector positioned on one side between the inlet valves.

A common rail high-pressure injection system with a newly developed single-piston pump operating on demand ensures exactly the right supply of fuel, delivering precisely the volume required for building up operating pressure between 440 and 1615 psi.

In the intake tract, also comprising the two-stage variable intake manifold, moving charge-movement flaps provide the necessary tumble effect, swirling the induced air around depending on operating point. In order to achieve the high specific power and torque values, a new combustion process has been developed. Together with an optimized geometry of the combustion chambers and the dosage of fuel injected with supreme accuracy down to the last millisecond, this allows a significant increase in compression.

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The **2.0T FSI** was the first engine to combine turbocharging with the FSI concept of gasoline direct injection. The 2.0T produces 200 hp from 5,100 to 6,000 rpm. The maximum torque of 207 lb-ft. is available from just 1,800 all the way up to 5,000 rpm. This four cylinder engine has more torque than some six cylinder offerings in competitors' vehicles, a testament to the high power and efficiency created by FSI technology.

Several transmissions are combined with the new 2.0T FSI. In the A4 sedan there are two front-wheel drive options: a six-speed manual and a continuously variable multitronic transmission; or two quattro versions with either a six-speed manual or Tiptronic automatic transmission. The A4 2.0T Avant comes with quattro all-wheel drive and your choice of the six-speed manual or six-speed Tiptronic automatic.

The four-valve cylinder head with low-friction roller cam follower drive has a modified inlet duct geometry that produces even higher tumble values than the naturally-aspirated 3.2 FSI engine. This results not only in greater refinement, but also in superior knock resistance.

Both the 3.2 and 2.0T engines are longitudinally installed and meet strict ULEV emissions standards, regardless of transmission version.

The S4's **4.2 V8** engine produces 340 hp and a mighty peak torque of 302 lb-ft. In acceleration tests, the S4 sedan rips from 0-60 miles per hour in just 5.3 seconds with a six-speed manual transmission. A specially tuned exhaust announces the evidence of its power. All S4 models come equipped with Audi's signature quattro all-wheel drive.

The latest generation Torsen differential is available on all S4 models equipped with a manual transmission. The new system has an asymmetrical torque split of 40/60 front/rear under normal driving conditions. This helps the S4 exhibit a more dynamic driving sensation. However, like all quattro-equipped cars, engine power can still be sent to the wheels with the most traction. Tiptronic-equipped S4 models retain a 50/50 torque split.

Audi Design

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Unmistakeably Audi: the A4/S4 sedan and Avant once again exhibit the brand's typical design features. Their sports character is immediately visible at first glance.

The ratio of the large, clearly shaped body surfaces to the flat, equally bold strip formed by the windows is significant. The discreetly rising shoulder line accentuates a powerful, dynamic stature, even when the car is stationary. Clear proportions, the gentle curve of the roof, the striking, visibly flared wheel arches: even its silhouette immediately identifies the A4 as a genuine Audi.

The design elements, however, are even more eye-catching, especially at the front end: the striking single-frame grille and clear-glass headlights with their sweeping bottom edge and inward taper give the Audi A4 and S4 an aggressive face.

The front-end styling deliberately echoes design elements of the Audi Nuvolari quattro concept car, thus emphasizing that this model also belongs to the same family as the other new Audi models – the A8, A6 and A3: a new Audi generation.

A clearly crafted horizontal light-refracting edge gives the bumpers additional shape. No less eye-catching at the rear end are the exhaust tailpipes, which are a clear indication of just what the A4 models' engines are capable of.

All S4 models have sporty accents that hint at their power and performance. Vibrant exterior colors with contrasting titanium-colored inner housings, and distinctive S4 exterior mirror housings add a sporting look. S4 nomenclature on the trunk lid and instrument cluster, an integrated trunk rear spoiler (sedan) and aluminum roof rails on the S4 Avant, quad exhaust pipes add finishing touches to the exterior of the S4.

For 2007, the S4 sedan has an optional Exterior sport package from quattro GmbH (USA only, sedan-only) to further enhance the S4's visual distinction, while adding a more aggressive appearance over the standard S4. The Exterior sport package includes DTM-inspired front and rear bumpers, carbon fiber front lip and rear trunk lid spoilers, and diffuser and side scoops integrated into the rear bumper.

The Interior

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The perfect tailor-made suit: a metaphor frequently used to describe vehicle interiors. But this image will come to the mind of anyone getting behind the characteristic wheel of the Audi A4, with its hallmark feature of the single-frame element at the center. This, after all, is a car that unites two apparent opposites to produce an amazing synthesis of exceptional ergonomics and subjective comfort.

On the other hand, the A4's cockpit is characterized by lines extending a long way into the door trim and center console areas, which quite literally appear to embrace the driver. This "wrap around" effect, to use the designers' technical term, is accentuated additionally by the A4's high waistline. This feature is something that many customers value very highly, not least because of the remarkable sense of security that it imparts.

The architecture of the dashboard and center console also provide scope for positioning a wide range of instruments and controls high up, in other words ideally within the driver's field of vision. This is an ergonomic strategy that is adopted in every aircraft cockpit for very good reasons.

The lines of the driving area create a lively interplay of distinctly rounded, tangible shapes and graphically clear edges and notches.

This area is thus divided up into clearly defined zones. These can be distinguished at a glance – a worthwhile ergonomic bonus that speeds up intuitive access to the individual information units and function groups. This process of locating involves both the visual and tactile senses: groups of controls and displays can also be identified by the materials used.

The most important controls for the occupants' well-being are located in the center console: dual automatic climate control, audio system, and the optional navigation system. Available only in the United States and Canada is a specially designed center console with dual cup holders with size adjustable tabs and an extra 12-volt power outlet.

With its impeccable blend of style and function, the A4/S4 was given the "2005 Auto Interior of the Year" award by *Ward's*.

There is more room than average for luggage in the A4 sedan with a capacity of 13.4 cu. ft. The smooth-floored luggage compartment is well-equipped for tackling challenging transport tasks. And with a large distance between the wheel arches, there is plenty of room even for bulky loads. Both the sedan and Avant have a standard 60/40 split folding rear seat, which is optional on all other luxury segment competitors.

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Furthermore, both front seats are equipped with standard storage spaces under the seat. This is yet another feature exclusive to A4 and S4.

The A4/S4 Avant's load area combines an exclusive atmosphere with optimum utility and variability. This synthesis of successful interior design and multifunction sets new standards.

By design, the A4/S4 Avant's load area offers a full range of ingenious details such as chrome-plated load-securing lugs, a storage compartment behind a cover in the left side panel, an easily accessible 12V power socket in the side panel and an active light in the tailgate that also illuminates the area behind the vehicle.

The body

The body of the Audi A4 is based on a unitary steel structure with integrated aluminium components. The percentage by weight accounted for by plastics and the use of the lightweight materials aluminium and magnesium is considerable.

A further decisive measure with a low vehicle weight in mind is the expansive use of high-strength and very high-strength sheet-metal panels, which make up a total of 45 percent of the body shell weight. These special sheet panels are used primarily in the front end of the new A4, where the main priority is to absorb impact energy as effectively as possible in a frontal crash.

As a protective cage, the occupant cell must also make sure that deformations and intrusions are minimized in a crash. Part of this task is performed by three large tailored blanks incorporated into the floor area. The wall thickness of each of these blanks varies. They are joined together by laser weld seams.

The Dynamic Chassis

In the A4 sedan and Avant, dynamics, comfort, easy handling, and active safety are at the very highest level. Agility and ride comfort are equally impressive.

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This road behavior is the result of extensive modifications in the area of elastokinematics as well as to the spring and shock absorber settings.

The A4 and S4 have a four-link front suspension and the highly complex self-tracking trapezoidal-link rear suspension. Both consist primarily of light-alloy components resulting in a low unsprung mass.

On the four-link front suspension layout, each wheel is located by four aluminum control arms. Large-volume rubber components are used as the damper mounts on the suspension. This helps to effectively isolate the shock absorbers acoustically. Several mounts as well as the considerably stiffer track rods on the front suspension have been adopted from the high-performance S4. The mounts for the control arm originate from the Audi A6.

Together with the new shock absorber settings, the suspension results in a particularly sensitive response to steering movements and even more precise feedback from the road. In other words, extremely dynamic behavior which is isolated almost completely from front-wheel-drive influences.

The trapezoidal-link rear suspension makes for top-quality ride comfort on all models, coupled with dynamic behavior that will amaze the driver of many a competing model.

This design is notable for its low weight as well as its outstanding space efficiency. The compact design permits a low load-area floor in all versions, coupled with a generous load-area width.

The trapezoidal links and wheel carriers on the A4 now also originate from the S4, a car whose suspension has demonstrated its all-round superiority in numerous individual and comparative tests conducted by the trade press. However, several mounts and the shock absorbers, which are considerably larger than on the previous model, have been adopted again from the A6.

Thanks to the precision work that has gone into modifying the rear suspension set-up, the dynamic qualities of this basic structure are demonstrated even more effectively. This all adds up to agility and excellent directional stability, outstanding straight-line running and a high level of comfort without any disturbing movements of the body.

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The S4 has its own sport suspension setting, including stiffer shocks and springs, stronger stabilizer bars in the front and rear, and a ride height lowered by 30 mm compared to the Audi A4. The aluminum-intensive design yields low unsprung mass, which nets a sophisticated maximum ride comfort for driver and passengers, while still providing sports car like handling ability.

The Audi A4/S4 sedan and Avant models come standard with hydraulic rack-and-pinion steering featuring speed-dependent power assistance, Servotronic®. The development goal here was to provide the highest conceivable standard of sporty steering precision and improved steering comfort.

The refined Servotronic system enables the driver to maneuver into parking spaces with a minimum of steering effort and maximum accuracy, and also provides a clear response from the road at higher speeds. The system also offers a high level of sensitivity around the straight-ahead position and even more comfortable initial response behavior.

All Audi A4/S4 models come with an Electronic Stabilization Program, ESP®. This system comprises ABS brakes with Electronic Brake-pressure Distribution (EBD) and hydraulic brake assist which automatically increases brake power when the driver applies the brakes in an emergency. The traction control system (ASR) interacts with the electronic differential lock (EDL) to provide efficient yaw control as the foundation for enhanced ESP safety.

The system has been developed to an even higher standard in terms of both electronics and hydraulics. Advanced pressure control ensures precise intervention of the ESP stabilization functions in accordance with the given situation, particularly when the car is understeering. In the event of excessive understeer, all four wheels apply brake pressure if necessary so that the vehicle can be returned to its original course.

Yet another feature is the brake disc wiping function integrated into ESP. This new function helps to keep the brake discs largely dry on wet roads even when the driver does not apply the brakes for a relatively long time. To provide this effect, the brake linings are pressed against the discs under low hydraulic pressure at regular intervals, helping to ensure even more spontaneous brake response under wet conditions, too. This process goes unnoticed by the driver.

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Safety

The new Audi A4 remains faithful to the manufacturer's best tradition of safety. After all, its predecessor was one of the very best in its class in this respect. A rigid body structure and meticulously calculated deformation properties, in conjunction with ultra-modern restraint systems – such as the new two-stage front airbags – and outstanding technical concepts such as the Sideguard™ head-level airbag system, created an outstanding level of occupant safety. All of this technology helped the A4 to achieve a “Double Best Pick” rating from the IIHS for its occupant protection in both frontal and side impact crash tests. The A4/S4 was the first car in the mid-size luxury segment to receive a “Double Best Pick” rating.

When combined with the excellent performance of the Audi A3 and A6 in the same tests, these results make Audi the first manufacturer ever to receive three “Double Best Pick” ratings from the IIHS. The Audi A4 has recently received the IIHS’ new safety rating, the top safety pick – silver, which ranks the A4 as one of the safest in its class.

In the event of a collision, the car's occupants are effectively protected by the robust structure of the body with predefined deformation and a highly stable passenger cell. The structure also has been improved regarding side crash impact. And in conjunction with seat belt tensioners and belt-force limiters, the full-size front airbags, front side airbags and the Sideguard head airbag system offer the driver and passengers a high level of protection.

The two full-size front airbags are activated in two stages, depending on the severity of the accident. RearGuard front head restraints fitted as standard help to protect the occupants against whiplash injuries in a collision from behind.

Active safety benefits from ESP complete with hydraulic brake assist, anti-lock brake system (ABS), electronic brake-pressure distribution EBD, the traction control system ASR and the electronic differential lock EDL.

Standard RearGuard head restraints on the front seats, which increase protection in a rear impact most effectively, automatically adjust the restraints in the event of a crash

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to help prevent head and neck injuries. A seat belt reminder system is also part of the standard specification on all Audi A4 models.

In addition to the large-area front airbags, the occupants are protected by several side airbag systems. In the event of a side impact, remote sensors transmit signals which are compared with those from the sensor in the central airbag control unit.

An extensive system of crash sensors ensures that the airbags are ignited at exactly the right moment. In addition to the upfront sensors, the triggering system comprises several remote satellite sensors at the sides of the vehicle.

All Audi A4/S4 sedan/Avant models have provisions for mounting LATCH-capable child seats on the outer positions of the rear seat.

Available as an option is Audi's tire pressure monitoring system. The system monitors the tire pressure and temperature of each individual wheel. In the event of a loss of pressure, it informs the driver optically and acoustically via the display in the instrument cluster.

The system also adapts to minor changes in temperature and pressure caused by intense sunshine, hot air coming from the engine or unusual weight distribution of the car, thus avoiding a false alarm.

Equipment

The new Audi A4/S4 is positioned in the midsize luxury segment. It offers a range of standard equipment with quality and comfort attributes that would not be out of place in the premium class. Subtle touches like seat belt height adjustment and retractable hooks in the cargo area are not available in other cars in this segment, but all come standard in the A4 and S4 models.

As many as five different alloy wheels (16, 17 and 18-inch) are available, giving drivers a further means of enhancing the characteristic appearance of their new Audi A4.

For even more style, the A4 model line has an available S line package. The S line package consists of a sport suspension, 18-inch 5-arm quattro GmbH wheels with 235/40/18 performance tires, S4 front and rear bumper, side sills, S line specific grille with thicker vertical lines, rear trunklid spoiler (roof spoiler on Avant), and S line badges on the grille and rear side doors.

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Interior changes to vehicles with the S line package from quattro GmbH include S line scripted door sills, brushed aluminum trim, and a three spoke steering wheel with perforated leather and red/black/silver stitching, S line badge, and shift paddles on CVT and Tiptronic equipped cars.

For owners who want even more distinction for their A4 S line model, there is the Titanium package. This package is available on S line-equipped A4 models and features a black front grille, black side window moldings, titanium-colored 15-spoke 18" wheels, black interior headliner, piano black interior trim, and black roof rails (Avant models only).

Changes to the S4 for 2007 include the new "S" design 18-inch alloy wheels. These wheels share the same double-spoke design as those found on the 2007 S8 models. 2007 also marks the introduction of the optional Exterior sport package from quattro GmbH on S4 sedan models, to give a customer the opportunity to further differentiate the vehicle from its A4 siblings.

The interior also satisfies virtually every design requirement. Brown Walnut and vavona wood inlays are standard on A4 3.2, optional on 2.0 T. Aluminum-optic inlays for the center console are standard on 2.0 T. A wood-segmented steering wheel and shift knob are available on all A4 sedan/Avant models (U.S. only), and add yet another luxurious touch to the A4.

The optional Audi Navigation plus system, which uses a DVD-based drive, helps the driver find the fastest route from A to B. Operation follows the same clear logic as the Audi MMI™, familiar from the A8 and A6.

The 6.5-inch color display shows the map and the visual route description, while the driver information system translates the corresponding directions into pictograms and adds information on directions, distances and arrival time.

Two slots for SD® memory cards can be found behind the flip-down LCD screen. MP3 music files stored on the cards can be played through the audio system. The Audi Navigation plus system offered on all A4-based vehicles is especially unique in the marketplace as it offers both menu and spoken route guidance in five different languages (English/French/Spanish/Italian/German).

The standard A4/S4 audio systems also offer the ideal combination of

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convenience and equipment options for every customer:

- New generation of the Audi Symphony radio for model year 2007
- In-dash six-disc changer (in glovebox if Audi Navigation plus is ordered)
- 10-speaker sound system
- Satellite radio preparation standard, visible via roof antenna
- Sirius® satellite radio as factory option or dealer installed receiver

The optional Bose® Premium Sound System with AudioPilot™ noise compensation provides a concert hall atmosphere in the A4.

The Audi range of unique options also includes perfect solutions for when the sun goes down: the best examples are the Bi-Xenon headlights with outstanding dipped and main xenon beams and automatic dynamic headlight range control. They illuminate the area in front of the car evenly and intensively.

Even better visibility on the road is ensured by adaptive light including Bi-Xenon headlights. Featuring swivel headlight units, this dynamic cornering light system activates effectively from a speed of about 7 mph and illuminates twists and turns in the road far more than a tradition lighting system. Daytime running lights, which can also be deactivated manually if required, complete the lighting package.

Audi has enhanced rearward visibility with rear Audi Parking System (APS). Available on A4 3.2 and S4 models, rear APS senses objects behind the vehicle the driver might not be able to see, and creates an audible signal in the cockpit.

Warranty

All Audi vehicles sold in North America, including the 2007 Audi A4 and S4, come with an outstanding combination of warranties and protection. This top-rated package includes:

- Four-year/50,000-mile new vehicle limited warranty
- 12-year limited warranty against corrosion perforation
- 24-hour Roadside Assistance for four years provided by Road America

More information on all Audi models can be found at www.media.audiusa.com.

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The Audi A4 model line-up for North America

A4 2.0 T FSI TWO-LITER TURBO FSI 4-CYLINDER ENGINE 200 HP

Manual

A4 2.0 T FSI Sedan 6-speed manual FrontTrak

A4 2.0 T FSI quattro Sedan 6-speed manual quattro

A4 2.0 T FSI quattro Avant 6-speed manual quattro

Automatic (Tiptronic quattro or multitronic FrontTrak)

A4 2.0 T FSI Sedan 6-speed multitronic FrontTrak

A4 2.0 T FSI quattro Sedan 6-speed Tiptronic quattro

A4 2.0 T FSI quattro Avant 6-speed Tiptronic quattro

A4 3.2 SIX-CYLINDER ENGINE 255 HP

Manual

A4 3.2 quattro Sedan 6-speed manual quattro

A4 3.2 quattro Avant 6-speed manual quattro

Tiptronic

A4 3.2 quattro Sedan 6-speed tiptronic quattro

A4 3.2 quattro Avant 6-speed tiptronic quattro

multitronic

A4 3.2 Sedan multitronic FrontTrak

S4 EIGHT-CYLINDER ENGINE 340 HP

Manual

S4 Sedan 6-speed manual quattro

S4 Avant 6-speed manual quattro

Tiptronic

S4 Sedan 6-speed Tiptronic quattro

S4 Avant 6-speed Tiptronic quattro