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## **The new Audi A3 Cabriolet**

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## Summary

### **The Audi A3 Cabriolet**

Sporty, elegant, and emotion-packed – the new A3 Cabriolet has now arrived in Australia. This four-passenger convertible model is the premium product in the compact class. It brings with it the distinctive sportiness, highly developed technology, and uncompromising quality that mark all Audi models. It is available in Australia with the choice of two powerful and efficient TFSI engines as well as a broad range of individual equipment options.

The first A3 was launched in Australia in 1997 and was the first model in a new market segment established by Audi: the luxury compact car. With the A3 Cabriolet, Audi has tapped into an additional segment – the four-passenger convertible compact car, which is enjoying strong growth worldwide. The Cabriolet, which primarily appeals to young, sporty customers, is, after the agile three-door hatchback and the versatile Sportback, the third member of the A3 family, and the one with the most emotional appeal.

The Audi A3 Cabriolet is an eye-catcher with its sleek and elegant lines. Its soft top's light weight and excellent fit are especially notable. It opens in just nine seconds with the help of a hydraulically actuated kinematics system. When open, it takes up very little space thanks to its Z-shaped fold, allowing for a sporty, yet harmonious vehicle design. The A3 Cabriolet's convertible soft top is available in semi-automatic and fully automatic versions; the latter is a specially soundproofed and heat-insulated acoustic top.

The body structure of this luxury Audi convertible contains a high proportion of high-strength and ultra-high-strength steels as well as a multitude of reinforcing measures that provide maximum rigidity and crash safety. The large single-frame grill and the headlights dominate the front of the convertible compact model. The standard daytime running lights make the Audi design unmistakable. Fibre optic rods fitted with LED technology for rear light functions provide strong visual highlights at the rear of the vehicle.

The interior space of the A3 Cabriolet is a comfortable landscape of materials. Audi's uncompromising workmanship, the attractive design and its well-known exemplary ergonomics create an atmosphere of sport-driven elegance. The interior feels spacious and open, yet at the same time, protective. There is more than enough room for four people. The 50:50 split-fold rear seats can be easily released from the luggage compartment. The broad and high pass-through that is now available enlarges the luggage area from 260 litres to 674 litres.

The A3 Cabriolet will roll off the production line with the choice of two TFSI engines that combine powerful performance and high efficiency. Both engines are turbo-charged and integrate highly modern direct injection technology. The performance range extends from 118 kW to 147 kW. The entry model is available only with the S tronic dual-clutch transmission which shifts its six gears in split seconds. The S tronic transmission is also offered in the more powerful 147 kW model along with a 6-speed manual shift.

The Audi dynamic suspension lends the A3 Cabriolet superior agility. It provides sophisticated, electromechanical power steering that closely connects the driver to the road without sacrificing power and performance. The four-link rear suspension responds to longitudinal and lateral forces separately while combining sporty handling features with outstanding ride comfort. A sports suspension system is fitted as standard to the top of the line model.

### **Luxury convertible attractively equipped**

The Audi A3 Cabriolet is offered in either the Attraction or Ambition equipment lines. Both lines offer generous standard features. The Ambition line adds 17-inch cast aluminium alloy wheels, sports suspension and sports seats, among others.

### **Recommended Retail price**

A3 Cabriolet	1.8 TFSI Attraction S tronic	\$49,900
A3 Cabriolet	2.0 TFSI Ambition 6-speed manual	\$54,900
A3 Cabriolet	2.0 TFSI Ambition S tronic	\$57,500*

\* RRP has been calculated with 25% LCT. Audi Australia Pty Ltd will cover the extra 8% Luxury Car Tax (LCT) on behalf of its customers for the period 1 July to 26 August 2008, should the proposed legislation to increase LCT from 25% to 33% pass unaltered following the Senate Economics Committee inquiry. The earliest date the outcome will be known is 26 August 2008.

## At a Glance

### **The Audi A3 Cabriolet**

#### **Convertible top and body**

- Classic soft top with elegant design, high quality, space-saving, lightweight and very brief actuation time
- Convertible top available as standard with a semi automatic version with a fully automatic acoustic hood available as an option (features optimised material thickness combined with additional insulation)
- Four roomy seats
- Split-fold rear seats
- Large, expandable trunk has a capacity ranging from 260 litres to 674 litres
- Body and protective systems offering maximum safety

#### **Drivetrain**

- Choice of two powerful and efficient engines ranging from 118 kW to 147 kW: both are TFSI
- Choice of two transmissions: 6-speed manual or S tronic dual-clutch

#### **Suspension**

- Audi dynamic suspension with four-link rear axle
- Electromechanical power steering with low energy consumption

#### **Equipment**

- Generous equipment options, two lines to choose from (Attraction for 1.8 TFSI and Ambition for 2.0 TFSI)
- Daytime running lights as standard
- High-tech optional extras and multimedia technologies available

Full Version

## **Experience new open spaces The Audi A3 Cabriolet**

A convertible from Audi comes with a classic soft top – this Audi signature convertible top is also a feature of the Audi A3 Cabriolet. The convertible, four-passenger car is an eye-catcher thanks to its sporty, elegant lines. Its soft top has a very lightweight design and opens in just a few seconds. It takes up little space and contributes to the car's harmonious design. It comes in either a semi-automatic or fully automatic version – the latter as an acoustic top.

The new premium convertible from Audi will be available in Australia with a choice of two TFSI engines, with power outputs of 118 kW and 147 kW. Both combine superior performance with high efficiency. Two types of transmissions are also offered; a 6-speed manual (2.0 TFSI only) and the S tronic dual-clutch system. The Audi dynamic suspension lends the four-passenger convertible car outstanding agility.

### **The Exterior Design**

Audi's decision in favour of the classic soft top brings with it many advantages. The most obvious is evident at first glance – in the design. Thanks to the top's compact folding design, the Audi designers were able to create a four-seater whose sleek harmonious lines stand out.

With its top down, the Audi A3 Cabriolet is lean and light; with a closed top, it radiates the elegance of a coupe. Measuring 4,238 millimetres in length, 1,765 mm in width and 1,424 mm in height, the A3 Cabriolet ranks high among the sporty compact convertible models in its competitive field. With a closed top and depending on the engine and tyres fitted, it has a low drag coefficient of 0.33 or 0.34.

The strong presence of the A3 Cabriolet sets the scene in typical Audi fashion. The interplay between the curved surfaces gives the body the character of a sculpted athlete. Striking, forward-penetrating lines embrace these surfaces. The horizontal dynamic line above the sill and the rising shoulder line visually elongate the car body.

The engine compartment lid and the front fenders together with their exciting curves form an intricate image. In typical Audi style, the large single-frame grille encased by a chrome bar dominates the self-assured face of the A3 Cabriolet. The air slots under the grill and the large grill openings in which the front fog lights can be fitted hint at the power of the engine.

### **Craftsmanship: the headlights**

Even the headlights attract attention. Their precise design puts them in the ranks of technical craftsmanship and embodies Audi's vision of perfection. The A3 Cabriolet comes with the option of Xenon Plus headlights featuring LED daytime driving lights. The Xenon Plus headlights can be integrated to operate with adaptive light, the dynamic cornering light technology. The "wing" – a chrome vapour-coated plastic contour – has become a typical Audi feature. With the standard fit halogen H7 headlights, the wing borders both lights while keeping them separate; whilst with the Xenon Plus headlights, it emphasises the upper line.

Daytime running lights – an important safety innovation from Audi – are integrated in both headlight designs as light strips. With the H7 lights, the daytime running lights are powered by long-lasting bulbs in the lower area of the headlights; with the xenon plus lights, the daytime running light comprises seven white light-emitting diodes that are positioned above the wings.

Audi has also developed a new, unmistakable look for the rear lights. They have a flat, broad design and wrap from the side of the car around to the tailgate. Fibre optic rods – plastic rods that are powered by LEDs – generate a sweeping band of light in the dark, similar to the A6 Avant. At the same time, this technology provides a particularly exact light pattern.

A distinctive trailing edge increases its stability and, together with a diffuser panel, adds a strikingly dynamic touch to the rear view.

When viewed from the side, the athletic body of the Audi A3 Cabriolet is especially apparent. Prominent wheel arches house the large alloys. In the Attraction equipment line, the car is equipped with 16-inch alloy wheels; in the Ambition version, the wheels measure 17 inches in diameter and are made of cast aluminium. 18-inch wheels are available as an option from quattro GmbH. The front-angled roll bar and the exterior mirrors, in whose housing the side indicators are integrated, provide eye-catching features. All four side windows retract completely so as not to disturb the lines when the top is down.

Audi manufactures the A3 Cabriolet in 15 colours: three solid paint finishes and twelve metallic/pearl effect shades. The solid paint finishes are Ibis White, Brilliant Red and Brilliant Black, the metallic colours are Ice Silver, Amethyst Grey, Liquid Blue and Dakar Beige, and the pearl effect paint finishes are Condor Grey, Meteor Grey, Phantom Black, Garnet Red, Glass Blue, Aruba Blue, Deep Sea Blue and Deep Green. The colours Glass Blue and Amethyst Grey are new. The latter is available exclusively for the A3 Cabriolet.

The 15 paint finishes can be combined with three hood colours: black, blue and red.

To complete the sporty and dynamic design of the A3 Cabriolet, fitted as standard is an aluminium look in the form of roll bars and decorative strips on the door handles. The surrounding window moulding, as well as the hood end strip, is also made of aluminium.

### **The Convertible Top**

Audi has remained true to its successful line: The new A3 Cabriolet also has a classic fabric top. It perfectly harmonises the original, authentic notion of open-air driving with the feeling of carefree lightness. The top has an intricate design. At 218 cm long, it exceeds the soft top of the Audi A4 Cabriolet (199 cm) considerably in length.

The top keeps its shape thanks to the mechanically movable metal frame that gives an excellent, close fit and the silhouette of a coupe. A large heated rear window ensures excellent rear visibility.

The Audi convertible top comes in two versions: a standard fit semi-automatic soft top with two layers and fully automatic, three-layered acoustic top. The semi-automatic version has a central handle for locking and unlocking; in the fully automatic version an electric motor performs this task.

In both versions, a high-pressure pump and two hydraulic cylinders move the top. They open the soft top extremely quickly in just nine seconds and close it in eleven – a short stop at a traffic light is sufficient for this process to be completed. The acoustic top can be opened and closed while driving up to 30 km/h – very convenient when driving in city traffic.

### **The Z fold saves space**

When the roof is opened, the soft top folds down into a Z-shape, therefore taking up very little space. When folded down, the header at the front of the roof – which is a board – rests flush with the car body and is hydraulically locked in place. It forms a sturdy cover for the soft top, which is why the car comes without a tonneau cover and without a soft top box cover. The folded-down top rests in a compact steel metal compartment with a slanted floor, which takes up very little space in the boot.

A switch for opening and closing the top is located on the centre console. All four power windows can be individually operated, but they can also be opened and closed simultaneously via a central switch. The top can be conveniently opened and closed from the outside by actuating the door lock with the ignition key; if opened and closed, the side windows automatically drop down slightly.



The fully automatic roof is designed as an acoustic soft top. Between the outer skin and the inner lining, which completely covers the metal frame, there is a mat six millimetres thick that is made up of three layers. It further improves the thermal insulation and soundproofing. At a speed of 140 km/h with 71 dB (A), it is just one dB (A) louder in the Audi A3 Cabriolet interior than in the hardtop A3. The interior headlining comes in black or silver.

In the Ambition line, Audi provides as standard a wind deflector that can be mounted above the rear seats. Thanks to its intelligent design, it can be opened up in just a few steps and easily used from one side. The fabric selection guarantees maximum freedom from drafts with the largest possible view to the back. Unused and folded down, the wind deflector can be packed into a bag that takes up very little space in the luggage compartment.

## **The Body**

Audi has made no compromises in the design of its car when it comes to safety and torsional rigidity. A comprehensive package of design features provides the body of the A3 Cabriolet with its rigidity. These features ensure that the convertible Audi operates precisely, agilely and comfortably like the three or five door A3 models. 54 percent of the body consists of high-strength and ultra-high strength steels, which combine low weight with maximum rigidity and are integrated as reinforcing profiles in the A-post, side sills, floor, doors and back wall. V-shaped braces arranged in the sub-floor as well as an aluminium frame additionally brace the front and rear ends.

A box-shaped steel structure separates the passenger and luggage compartments. The roll bars made of high-strength, hot-formed steel tubing are bolted into this structure. Optimal rollover protection is achieved with the aid of the reinforced A-pillar.

The A3 Cabriolet also is well-equipped in terms of passive safety. Longitudinal supports with defined deformation absorb energy in the front and rear of the car. Strong profiles in the doors protect passengers in case of a side collision. Sensors that respond to changes in the air pressure activate the head-thorax side airbags that are integrated into the backs of the front seats. The full-size airbags receive their signals from the early responding upfront sensors in the front of the car. In the event of a rear-end collision, the integrated head support system ensures that the rebounding head is effectively cushioned early.

Four three-point belts – the front ones with tighteners and seat-belt load limiters – round out the package of occupant restraint systems. In case of a collision, pedestrians are protected by the flexible design of the front bumper and engine compartment lid.

## **The Interior**

Get in and get comfortable — this motto also applies to the interior of the Audi A3 Cabriolet. Regardless of whether the top is open or closed, the interior will always indulge its passengers with an air of sporty elegance. Its materials and design highlight Audi's usual uncompromising build quality and the luxurious character of the new convertible. The high belt line conveys a feeling of safety.

The basic character of the exterior design is also reflected in that of the interior – calm lines embrace generous surfaces, all elements are beautifully aligned with one another. The four round air vents and the side knee cushions are reminiscent of the TT Roadster, as are the chrome interior lighting and the lean interior mirror.

It is a matter of honour for Audi to maintain perfect ergonomics, so all switches and levers are located where you think they should be. An elegantly curved hood overlaps the instrument panel, which is dominated by the large dials for the speedometer and the tachometer.

Red needles sweep over the instrument dials in sporty black. Two smaller dials for indicating fuel level and coolant temperature and the screen for the Driver Information System (DIS) display additional important information. The Driver Information System – a standard feature on both the Attraction and Ambition lines – displays its information in a brilliant white font.

The multi function four-spoke leather steering wheel is fitted as standard on the Attraction model and provides buttons for operating systems such as the radio and telephone. It also includes paddle shifts for rapid gear changes. The Ambition model offers a modified slip-proof leather sports steering wheel with a three-spoke design. It also comes with multi function controls for radio and telephone. Paddle shifts are fitted as standard on Ambition models ordered with the S tronic transmission.

### **Ergonomics: navigation with MMI control logic**

Some of the switches and controllers in the centre console have an elegantly rounded design. An optional Navigation Plus system reads data from a DVD and displays it on a large 6.5-inch colour monitor. It follows the intuitive MMI control logic concept from Audi.

When it comes to seats, Audi offers a broad range of choices. The Attraction line features height-adjustable front seats. The Ambition line also offers this comfort feature but in addition adds sports front seats. An electric four-way lumbar support can also be ordered, as well as heating for the front seats. The standard seat covering in the Attraction line is Frequency cloth trim, with Vienna leather available as an option in the Comfort package. For the sports seat in the Ambition line, Vienna leather is fitted as standard with Fine nappa available as an option.

In the Attraction equipment line, the Audi A3 Cabriolet comes with decorative inlays in pearlescent granite or umbra. The Ambition line offers micro metallic silver. As an option, Audi also offers the inlays in aluminium and burr walnut. Door sill trims with aluminium inlays are additional features of the Ambition line.

The fabric roof gives the A3 Cabriolet the classic convertible character, which is also noticeable in the feel of the interior. The windscreen is just as upright as in the standard A3. Due to the short roof rail, there is a freer, more open-air feel for the driver and passenger – unlike with many steel roof concepts from competitors. Because the folded top requires so little space, the rear seat bench does not sacrifice space. The result is generous leg room for both rear seat passengers that also benefit from the long wheel base of 2,578 millimetres.

### **High everyday use: expandable luggage compartment**

Another major strength of the Audi A3 Cabriolet is its expandable luggage compartment. The rear seats, split 50:50, can easily be released by a lever located to the side in the luggage compartment. When the seats fold forward, the head supports, which are attached to the roll bars, remain in place. The broad and high pass-through opening behind the rear seats enlarges the luggage compartment to 674 litres and a loading length of 150 centimetres – generous space even for large pieces of luggage and sports equipment.

When not expanded, the luggage compartment holds a generous 260 litres, enough for an extended holiday for two. It's high enough for crates of mineral water or wine. This volume is the same whether the convertible top is opened or closed. Two bag hooks in the level walls of the luggage compartment, in addition to four lashing eyes, are part of the standard equipment package. As part of its storage package, Audi includes two additional hooks, a 12V plug-in connector and a luggage-securing net that can also be used as a mesh bag or a versatile space divider.

For the interior space, the storage package provides nets on the front seats and on the centre tunnel as well as a storage compartment under the driver's seat. As standard features, the Audi A3 Cabriolet offers storage in the centre tunnel along with a 12V plug-in connector. There are also storage compartments in the doors and the left rear side panelling. These are also complemented by a compartment under the front passenger's seat and a lockable glove compartment.

## **The Drivetrain**

The Audi A3 Cabriolet will be offered in Australia with a choice of two four-cylinder petrol engines, both of which are TFSI. Both are turbocharged with direct fuel injection – a technology combination that unites powerful performance with high efficiency.

In the TFSI sector, the TFSI technology engineered by Audi has demonstrated its superior potential over many years in auto racing. In 2001 a turbo-charged FSI engine powered the sports prototype Audi R8 to overall victory in the 24 Hours of Le Mans. Four further wins at Le Mans and numerous victories in other races followed over the next few years.

### **High tech TFSI: The new 1.8 TFSI**

When it comes to petrol engines, the newly developed 1.8 TFSI has a carrying capacity of 1798 cc and can power up to 118 kW and 250 Nm of torque, with a constantly available engine speed range of 1,500 to 4,200 rpm. Thanks to its turbo, the compact lightweight four-cylinder engine weighing only 135 kilograms delivers as much power as a normally aspirating V6, but consumes much less fuel.

An adjustable intake camshaft optimises the filling of its combustion chambers. Two balancing shafts compensate for the gravity forces of the second degree, thus ensuring smooth running. Thanks to its new, precise controller strategy, the oil pump consumes little energy, thereby improving fuel consumption.

The 1.8 TFSI is equipped with direct fuel injection technology. The fuel shoots out of a high-pressure reservoir under 150 bar pressure through the newly developed six-hole injectors directly into the four-valve cylinder head. There it is first combined with the turbulent incoming air displaced by the valves in the intake track in precisely calculated degrees of turbulence. The mixture is homogenous, 1 part fuel to 14.7 parts air. The evaporation of the direct-injected fuel extracts the heat from the combustion chambers, permitting a high compression ratio even with the turbo.

Direct fuel injection and the turbo technology form an ideal combination for outstanding drive comfort and impressive efficiency. The turbo responds extremely quickly – at 2,000 rpm, the 1.8 TFSI produces its maximum torque in just 1.2 seconds. The four-cylinder engine is responsive, fleet-footed, high-revving, and heavy on the torque. It accelerates the A3 Cabriolet with the sporty high-tech standard S tronic six-speed transmission in 8.0 seconds to highway driving speed and faster to 218 km/h. It satisfactorily completes the EU driving cycle with 7.6 l/100 km.

### **Four-time winner of Engine of the Year: the 2.0 TFSI**

In terms of technology, the 1.8 TFSI is closely related to the 2.0 TFSI, which has been voted “Engine of the Year” in its class (1.8 to 2.0 litre capacity) for four successive years from 2005 by a jury comprising international journalists. The two-litre engine has 1,984 cc capacity and at 1,800 rpm jams 280 Nm of torque on the crankshaft. Its maximum torque goes up to 5,000 rpm. Nominal power of 147 kW is produced between 5,100 and 6,000 rpm. The two-litre engine runs with an adjustable intake camshaft and two balancing shafts.

With the 2.0 TFSI engine, Audi has achieved a high compression ratio of 10.5:1 – a value that has so far been reserved for naturally aspirated engines. The thermodynamic efficiency of the engine has also improved further. The four-valve engine fulfils all the tasks it is assigned with playful ease.

With the S tronic dual-clutch transmission, the A3 Cabriolet accelerates to 100 km/h in just 7.3 seconds, with the standard six-speed manual covering the same distance in 7.4 seconds. Top speed for the 2.0 TFSI is 231 km/h. The 2.0-litre TFSI engine with either the six-speed manual or S tronic transmission consumes 7.6 l/100 km.

In all versions of the Audi A3 Cabriolet, the engine’s power is directed to the front wheels. The 147 kW engine powered by the standard six-speed manual transmission has a weight-saving case made of magnesium. It shifts precisely and easily over short distances and, as is typical for Audi, is very efficient.

## **S tronic: two transmissions in a row**

One highlight that makes the A3 Cabriolet an exception among its competitors is S tronic, which combines the advantages of an automatic transmission with those of a manual. The dual-clutch transmission can shift in an instant between its six speeds, almost without interrupting the power flow, in only 0.2 seconds. The driver benefits from this fascinating dynamic driving as much as from the outstanding comfort of the shifting process.

S tronic is a highly advanced construction. Two three-speed transmissions, each with one clutch, are housed in one casing; the two multi-plate clutches are arranged behind one another. The first operates the odd speeds and the reverse gear; the second handles the even speeds. Two input shafts on one common axle are connected together – a solid shaft rotates in a hollow shaft. While one speed is engaged, the next is already pre-selected. To use it, only the clutch has to be closed; this guarantees S tronic its time advance.

The driver can shift S tronic using a one-touch lever or, like race car drivers, using shift paddles on the steering wheel. In addition, two fully automatic drive modes are available: D for drive and S for Sport. The S tronic multi-plate clutches operate in an oil bath and are able to implement various types of start-ups: from a soft start on slippery ground to a sporty, fully loaded acceleration. The computer-controlled launch control effortlessly implements the best acceleration.

S tronic has an innate high level of efficiency. Its electronic management in Automatic mode ensures that the engine, whenever possible, runs fuel-efficiently at low revs. Even an attentive driver could not do it better.

## **The dynamic suspension**

Compared to cars with a hinged hardtop made of steel, the A3 Cabriolet enjoys a weight advantage thanks to its light and compactly built fabric top. This also proves advantageous when it comes to the driving dynamics of the A3 Cabriolet.

When designing its front wheel suspension with a large 1,534 millimetre track width, Audi reverted back to a classic layout: a McPherson design with lower triangulated wishbones. The sub-frame on which the structure is mounted is made of aluminium; this improves the distribution of weight between the front and rear axle. Bolted onto the body, the frame ensures the highest possible rigidity in the front of the car.

The four-link rear axle with 1,507 mm track width is an additional technical highlight. Its construction principle offers major driving dynamic advantages because it functionally separates the longitudinal and the lateral force support from one another. Like the front suspension, the beam is rigidly bolted onto the body. All the control arms are made of high-strength steels. Separate compact coil springs and dampers are used for vertical support. The suspension is especially aligned to meet the needs of a sporty convertible. During the alignment process, springs, dampers, bearings and stabilisers are retuned on the front and rear axle.

### **Precise and efficient: the steering**

The rack-and-pinion power steering operates with speed-dependent control. The precise and firm steering feel with a gear ratio of 16.2:1 is an excellent example of how Audi combines efficiency and sportiness. Negative road influences are cushioned. The system results in an average fuel saving of 0.2 l/100 km.

The interplay of all of these technologies is a key factor in the overall image of a sports-driven convertible. It is infused with the precision and spontaneity that the car delivers with every turn of the wheel. The convertible A3 has a light touch and even its steering is unshakeably calm. The resonant intrinsic steering behaviour remains neutral right up to a very high handling limit that is preceded by a small amount of understeer.

In the Ambition equipment line, the A3 Cabriolet comes equipped with a sports suspension that lowers the body 15 mm. The Attraction line equips the Audi A3 Cabriolet with 16-inch wheels on which 205/55 tyres are mounted. The Ambition line comes equipped with 17-inch wheels and 225/45 sized tyres as standard equipment.

Furthermore, Audi offers two additional alloy wheel designs as options, one which has been designed by quattro GmbH and comes in an 18 inch twin-spoke design. The other is a 17 inch wheel with dark gloss finish.



## **For sporty needs: the brakes**

The braking systems installed on both the front and rear axle are equipped with 15-inch brakes or with 16-inch brakes on cars with the top engine configuration. The front brake discs are ventilated. The braking system designed for the A3 Cabriolet has a direct and spontaneous pedal feel and can be easily modulated.

In addition, the Electronic Stabilisation Program (ESP) is optimised for a sporty driving style and subtle control function. Its functions include dry braking under wet conditions in which the linings are briefly and repeatedly pressed down on the disks. Furthermore, the hill-start assist function (standard in cars with S tronic) can be added to the ESP.

## **The Equipment**

The Audi A3 Cabriolet is the luxury convertible in the compact car class – the rich offering of standard equipment and optional extras confirms this claim. Even in the distinctive Attraction line, the convertible Audi is fitted as standard with a semi-automatic soft top. Four electric power windows, standard daytime running lights, multi function leather steering wheel and Driver Information System are just some of its long list of standard equipment features.

The sporty Ambition line can be recognised from the exterior by the 17-inch aluminium wheels, front fog lights, and sports suspension. On the inside it pampers its passengers with two height-adjustable sports seats with Vienna leather upholstery, a Driver Information System, leather sports steering wheel, wind deflector as well as special decorative inlays in micro metallic silver and aluminium door sill trims.

The standard safety features of the convertible Audi A3 include airbags for driver and front passenger, head and thorax side airbags at the front, head restraints and three point seat belts for all four seats, belt tensioners fitted to the front seat belts, an electronic stabilisation program (ESP) incorporating anti-lock braking system (ABS), electronic brake distribution (EBD), electronic differential lock (EDL), brake assist, DataDot security identification, power steering and a safety steering column with tilt and telescopic adjustment.

Additional equipment options are also offered such as: an anti-theft alarm. Xenon Plus headlights with LED daytime driving lights, and the adaptive headlight with cornering light technology illuminate the road ahead at night. The storage package as well as a removable ski and snowboard bag further increase the practical use of the A3 Cabriolet.

Typical for Audi, the A3 Cabriolet features a broad range of multimedia technologies starting with the MP3-compatible concert sound system with single disc CD player and centre console mounted AUX-IN connection which is provided as standard on the Attraction model. The standard symphony sound system on the Ambition model is also MP-3 compatible with AUX-IN connectivity and features an integrated 6 disc CD changer. Both the concert and symphony sound systems feature eight speakers. An optional BOSE sound system which has an output of 195 watts and eight speaker integration is available on both Attraction and Ambition models along with Navigation Plus which comes with a large colour screen and MMI control logic. Mobile phone preparation with Bluetooth function is also available as an option. The radio antennas are integrated into the windscreen and are therefore invisible.