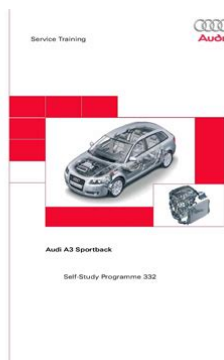


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can always provide you with the most up to date information available. Some illustrations may not accurately reflect UK specifications including paint and trim colours and may not be available. If in doubt always contact your local Audi Centre. Any concerns you have in relation to the purchase of a vehicle should always be directed to your Audi Centre. The ideological heir to the 1974 Audi 50 was based on the PQ34 platform with McPherson ramps in front, but unlike the one summer Golf of those years, the Audi A3 received a multipurpose suspension in the back instead of a torsion bar. In 1999, the five door hatchback appeared under the name of A3 Sportback. On the A3 were put petrol motors 1.6 101 hp, 145 Nm, 1.8 125 forces, 170 Nm, 1.8 Turbo 150 hp, 210 Nm, and also an eight valve turbodiesel 1.9 TDI 90 hp, 210 Nm. The total circulation is 880,000 cars. From 2003 to 2012, more than 900,000 Audi A3 cars were collected. Option S3 was completed with a 265 horsepower 2.0 TFSI engine 350 Nm. The choice of gearboxes was limited to two types of "mechanics" five or six steps, two types of "work" S tronic six or seven gears and a six band "automatic machine." For nine years, the Audi A3 came down from a factory conveyor in Germany, Belgium, Hungary, and Indonesia.

The production of a three door car began in May 2012, sales started on August 24, 2012. On March 27, 2013, the A3 was introduced into the sedan body, sales of which began at the end of May 2013. At the Frankfurt Motor Show in September 2013, the A3 is presented in the cabriolet body. Of the diesels, only 2.0 TDI is presented, which produces 150 power and 320 newtonmeters. Also, the first time the seven band robotic gearbox S tronic with two clutches received only a 180 strong version standard equipment, while other models received a six speed manual transmission. The only available transmission is a 6 speed automated mechanical transmission. Well assume you're ok with this, but you can opt out if you wish. Always get the right car with SIXT share. We have a variety of great models to choose from, whether you want a small city car, an SUV or something more spacious. Some of them are for essential web functions, like login or site search, while others help us to improve our site functionality and create a better experience for you. By clicking below, you agree to our use of cookies. If you do not agree, click on "use limited version of website". If you would like more information, see our privacy and cookie policy. Taking the marketing spiel with a pinch of salt, it's clear that the designers generally chose evolution, rather than revolution. Thankfully, it's clear that Audi hasn't thrown that winning formula out of the window. As well deliberately looking familiar, today's A3 uses an updated version of its predecessors underpinnings, which it shares with the latest Seat Leon and Volkswagen Golf. It offers you a choice of petrol, diesel, mild hybrid and shortly plugin hybrid versions, plus various different suspension setups and trims. But just how good is the new Audi A3. Can it live up to the exacting standards of its forebear. And is it better than prestige rivals such as the BMW 1 Series and Mercedes A Class. That's what we'll be looking at in this review.

And remember, whichever model ultimately takes your fancy, you'll find a hassle free deal with our New Car Buying service; we can offer great discounts on the Audi A3 and hundreds of other cars. It's cheaper than the 35 TDI but still gutsy throughout the rev range, pulling handsomely from around 200 rpm and spinning freely all the way to the engine's red line. In our tests, it hit the magic 0-60 mph time in a creditable 8.0 sec with a manual gearbox, and it feels livelier than a BMW 118i. For those who want true hot hatch levels of performance, an Audi S3 variant is on the way. While the automatic gearboxes in some modern Audis can be annoyingly hesitant when you're trying to accelerate briskly away from a standstill, this isn't an issue in the A3. Suspension and ride comfort. The suspension you'll find under your A3 Sportback depends on its engine and the badge on its back. Lower powered models with less than 148 bhp and the number 30 in their name have a less sophisticated rear suspension setup than the more powerful versions badged with a 35. If you go for S line trim, you also get lowered, firmer suspension by default. Despite the S line being the stiffer option, with it, the A3 remains impressively cushioning most of the time. Its slightly more forgiving than the equivalent BMW 1 Series M Sport, and, when you do hit rough stuff, the car recovers its

composure quickly, with little bobbing or bouncing around afterwards. That's a trait that the Mercedes A-Class suffers from, but overall the A-Class is the softer and comfier car over harsher bumps. We suspect, though, that the sweetest-riding A3s will be the softer Technik and Sport versions. If you still want the sportier looks of the S line but without the firmer edge, there is a no-cost option to delete the stiffer suspension. Handling Above all, the Audi A3 Sportback handles predictably and securely in S line form.

It grips the road well, with a lovely balance front to rear that leaves it, and you, unflustered by quick changes of direction. It helps that the steering is reassuringly weighted and responsive, even if it's not as sharp as the BMW 1 Series. And if you prefer, you can make it feel that bit meatier by engaging the A3s Sport mode. Don't expect Ford Focus levels of feedback or fun, but, compared with its premium rivals, the A3 impresses in the corners. Noise and vibration All of the engines are impressively quiet most of the time, but the fact that you need to work the 30 TDI diesel harder than the more powerful alternatives makes it the first to show signs of strain. The automatic gearbox can also flare the revs of the 35 TFSI petrol engine at times, but the six-speed manual alternative is light and easy to use. You can also gauge the biting point of the clutch easily, and all the A3s we've tried have progressive brakes. The A3 emits less suspension and wind noise than the Mercedes A-Class, but road noise can be more intrusive at higher speeds than the A-Class, especially with bigger wheels fitted. The A3 still isn't as noisy on the motorway as the BMW 1 Series, though. At a glance Number of trims 7 see more Number of engines 5 see more Available fuel types petrol, diesel MPG range across all versions 35.3 65.7 Available doors options 5 How much is it. RRP price range 23,300 40,330 What Car Target Price range 22,180 38,376 What Car PCP range 236 0 Save up to 1,954 when you buy with What Car. Our pick BEST PETROL Audi A3 35 TFSI Technik 5dr Read full version review What Car. Information for dealers Sitemap Contact What Car. Subscribe to our newsletter Subscribe to What Car. It is based on the MQB platform, Volkswagens modular platform used for more vehicles in the group. But the A3 is the first to use it. The Sportback was available in three or five-door bodywork. Later on, from the A3 family, another three vehicles emerged A3 Cabriolet, A3 Sedan and the Q3 crossover.

The outside dimensions were slightly bigger than those of its predecessor, with a total length of 4310 mm 169.7 in, a 1785 mm 70.3 in width and a 1421 mm 55.9 in height. The cabin is large enough for five passengers, especially the five-door versions. The car has received a very good crash test rating, being credited with a 5 star EuroNCAP rating under the new regulations. Numerous safety features were installed in the A3, such as lane assist, radar for collision avoidance, adaptive cruise control, and an automated system that braked the vehicle after a collision. The available engines available at the launch were four-cylinder turbocharged units with either gasoline or diesel. The base was a 1.4-liter with 122 hp, while the top version was a 1.8-liter TFSI four-pot with 180 hp. For the diesel, there was only a 2.0-liter TDI engine available with 150 hp. All-wheel drive quattro transmission was available for the top diesel and gasoline versions. Inside, a new MMI unit is installed with handwriting recognition and Apple CarPlay and Android Auto compatible. Please enable JavaScript or upgrade your web browser to the latest version. Please enable JavaScript or upgrade your web browser to the latest version. Please enable JavaScript or upgrade your web browser to the latest version. Find out more Find out more Find out more. Sign up just once and you can take advantage of all services. Read more What do you want to do Toimii Elisan, Saunalahden, Kolumbuksen, Telian, Tele Finlandin ja DNAn liittymilla. Log in to service or register here. If you have already reached an agreement, you can just fill out your contact details for the bill of sale. With digital bill of sale the transaction is safe and simple. Also the sales ad is automatically saved in your OmaNettix account. Vehicle information is fetched from Traficom register and the seller is digitally identified. Payment can be done with safe online payment. Posting ad to Nettiauto is fast and free for private sellers.

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