

# TT

Driving has only little to do with advanced mathematics, which is why the Audi TT is the result of a formula that anyone can grasp: In both the Audi TT Coupé and Audi TT Roadster, a new engine and extramasculine looks add sportiness while there have been further subtractions from consumption and emissions figures.



Racy efficiency: the Audi TT.



**To start at the beginning:** The Audi TT—both in its original form and the second generation—has always been a design icon. In the latest rework, the Audi designers have increased its testosterone levels for strikingly masculine looks. Key features of its brawny physique are the freshly designed bumpers, new rear diffuser in matte black and revamped Singleframe grille. The grille's new radiator lattice in high-gloss black and modified Singleframe bars make a bold display of the superior quality so characteristic of Audi. There's another new touch that immediately strikes you when face to face with the sports car: On both the coupé and the roadster, the lower edge of the optional xenon headlights is now rimmed with a strip of LED daytime running lights. Fellow drivers looking into the rear-view mirror can't fail to recognize the car on their tail. This athletic design is rounded out with two new sets of 17 or 18-inch cast aluminum wheels as well as four new metallic exterior colors: Scuba Blue, Volcano Red, Oolong Gray and Dakota Gray. The interior palette has similarly been updated with the addition of three new color choices—nougat brown, titanium gray and garnet red—not to mention a host of standard details in an aluminum look and high-gloss black. Examples of such trim breathing elegance and élan into the interior can be found on the steering wheel, mirror adjuster switch, air-conditioning unit and rotary light switch.

**But the restyled Audi TT is not just** a pretty package, it also packs a punch—as proven by the new, typically dynamic engines now available. First on the list is the new 350-newton-meter, 211-horsepower 2.0 TFSI. Thanks to the Audi valvelift system, this powerful and highly efficient four-cylinder unit boasts increased power and torque at reduced levels of consumption and emissions. With those

horses under the hood coupled with the optional S tronic and quattro all-wheel drive, the Audi TT Coupé sprints from zero to 100 in just 5.6 seconds. Paired with a manual transmission, the same power plant requires a mere 6.6 liters of fuel per 100 kilometers. The other engines in the stable are equally compelling combinations of athletic performance and groundbreaking efficiency. A recuperation system that recovers energy during braking and coasting phases comes as standard on all three engine options. Another feature is the onboard computer with efficiency program that gives the driver tips on operating the vehicle more frugally—for example, by closing the windows. Since it's light on fuel and emissions, the car puts in an exhilaratingly sporty *and* economical performance on winding country roads—the natural habitat of the Audi TT.

**For an extra dose of dynamism,** there are a number of optional components such as Audi magnetic ride which

now has noticeably more differentiated modes. Activating the Sport button, which is only available in combination with Audi magnetic ride, unleashes a more spontaneous kick in answer to gas pedal pressure, modifies the amount of servo boost for a more direct steering response and produces a throatier engine sound. Appetite still not satisfied? There are, of course, the professional athletes in the team—the Audi TTS and top-of-the-range model, the Audi TT RS—which have also been refined and come in coupé or roadster form. Wherever your preferences lie, you can rest assured that the added sportiness and dynamism of all the models—with or without a roof—is balanced by a minus in consumption and emissions. Or, to put it in mathematical terms: What you get is a big automotive plus. // Phillip Bittner

Photos: AUDI AG



For pictures of the Audi TT in action on the road, go to [www.audi.tv](http://www.audi.tv).

#### Engine

Audi TT 1.8 TFSI Coupé/Roadster (160 hp)<sup>(1)</sup>  
 Audi TT 2.0 TFSI Coupé/Roadster (211 hp)<sup>(2)</sup>  
 Audi TT 2.0 TDI quattro Coupé/Roadster (170 hp)<sup>(3)</sup>  
 Audi TTS Coupé/Roadster (272 hp)<sup>(4)</sup>  
 Audi TT RS Coupé/Roadster (340 hp)<sup>(5)</sup>

#### Drive/transmission

Front-wheel drive, quattro permanent all-wheel drive, six-speed manual transmission, six-speed S tronic, seven-speed S tronic (only available in the Audi TT RS)

#### Standard equipment

Includes recuperation system, onboard computer with efficiency program, cast-aluminum wheels in a 5-spoke V design (size: 8.5 J x 17 inches), power retractable rear spoiler

#### Optional extras

Include navigation system plus with MMI operating logic, xenon plus headlights with LED daytime running lights, Audi magnetic ride, Sport button, leather seats with heat-up resistance

The figures stated were determined in accordance with stipulated measuring methods, fuel consumption urban/extra-urban/combined (in l/100 km): (1) 8.6/5.2-5.3/6.4-6.5; (2) 8.9-10.2/5.2-5.7/6.6-7.4; (3) 7.0-7.2/4.3-4.5/5.3-5.5; (4) 10.6-10.9/6.0-6.4/7.7-8.1; (5) 13.1-13.3/6.9-7.2/9.2-9.5; CO2 emissions combined (in g/km): (1) 149-152; (2) 154-172; (3) 139-144; (4) 179-189; (5) 214-221.