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The models and equipment versions illustrated and described in this brochure and some of the services listed are not available in all countries. Some of the cars illustrated are equipped with optional equipment for which an extra charge is made. Details concerning the delivery specifications, appearance, performance, dimensions and weights, fuel consumption and running costs of the vehicle were correct to the best of our knowledge at the time of going to press. Deviations from the colours and shapes shown in the illustrations may occur. No liability is accepted for errors and printing errors. The right to introduce modifications is reserved. Not to be reproduced, including in part, without the written approval of AUDI AG.

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Audi A8





You assume that a car of this class is comfortable. But that such a saloon rouses your eagerness for the first bend is probably unusual. You can expect us to have provided the Audi A8 with particularly powerful engines. But how much spirit and agility the V6 and V8 engines unfold will fascinate you. Of course you know that all Audi models are equipped

with innovative technology. But you will be amazed at how easily you can operate this technology in the Audi A8. An elegant appearance in executive class cars is not unusual. But it is astonishing when the first impression of a saloon is its sportiness. You are used to getting up early. But in future you will be surprised that it gives you a thrill of anticipation.



What if floating on air
were given a completely new meaning?

The Audi A8 with adaptive air suspension. Dynamic driving combined with optimum comfort. Each road is different. And each road offers different possibilities. Long straight roads invite you to calmly and comfortably glide along. Exciting bends rouse our sporting ambitions and require direct feedback from the road. Can one chassis do justice to both require-

ments? Can a chassis be dynamic and comfortable at the same time? In this respect, conventional technologies have only managed compromises with varying degrees of success. But, by definition, each compromise has to dispense with the best solution. This is why we have developed a chassis that can adapt to your wishes.

Its name: adaptive air suspension.

This is an electronically controlled air suspension on all four wheels, combined with an infinitely-variable adaptive damping system. It enables agile, dynamic driving without neglecting ride comfort.

As adaptable as air. In the adaptive air suspension system, a separate air spring acts on each wheel. In order to change the rigidity of the spring or the vehicle ride height, the amount of air in the suspension struts is varied. While driving, the system continually monitors and assesses the current driving situation via sensors on the body and on the axles. The damping system adapts to a demanding, dynamic driving style by stiffening. You can clearly notice the advantages – by the time you take your first corner at the very latest: rolling and pitching movements of the body are clearly reduced. Vibration behaviour and suspension travel remain at their optimum. You will glide along rough roads more gently with this chassis. And you will not even acoustically notice the adverse conditions: even on loose gravel or wet roads, the noise level in the interior

is pleasantly low due to soft insulating material on the wheel arches and underbody.

Change the chassis. For example before the next bend. In addition to the regulating processes running automatically in the background, the adaptive air suspension offers several options for influencing the chassis characteristics as desired. Four different chassis modes are available in the Audi A8 for unlimited driving pleasure. Selection takes place via the MMI – Multi Media Interface. In addition to the comfort-accentuating settings “automatic” and “comfort”, you can also opt for the more sporty mode “dynamic”. Vehicle ride height can be increased via the additional “lift” mode.

The automatic ride height control keeps the position of the vehicle with respect to the road virtually constant in any chassis mode – and regardless of load. In automatic mode the vehicle automatically lowers at speeds of more than 120 km/h. The resulting lower centre of gravity not only improves road holding but reduces fuel consumption too, due

to the lower air resistance.

The damper characteristics have also been changed, with the result that the suspension and the suppleness of the vehicle are noticeably much improved in situations in which ride comfort is called for.

And we also have a very special extra in store for those for whom even this amount of spirit in an executive class saloon is still not enough: namely adaptive air suspension – sport, available on the Audi A8 as an optional extra. This is the first sports suspension in the world to be based on air springs and is, of course, also available for the long-wheelbase version of the A8.

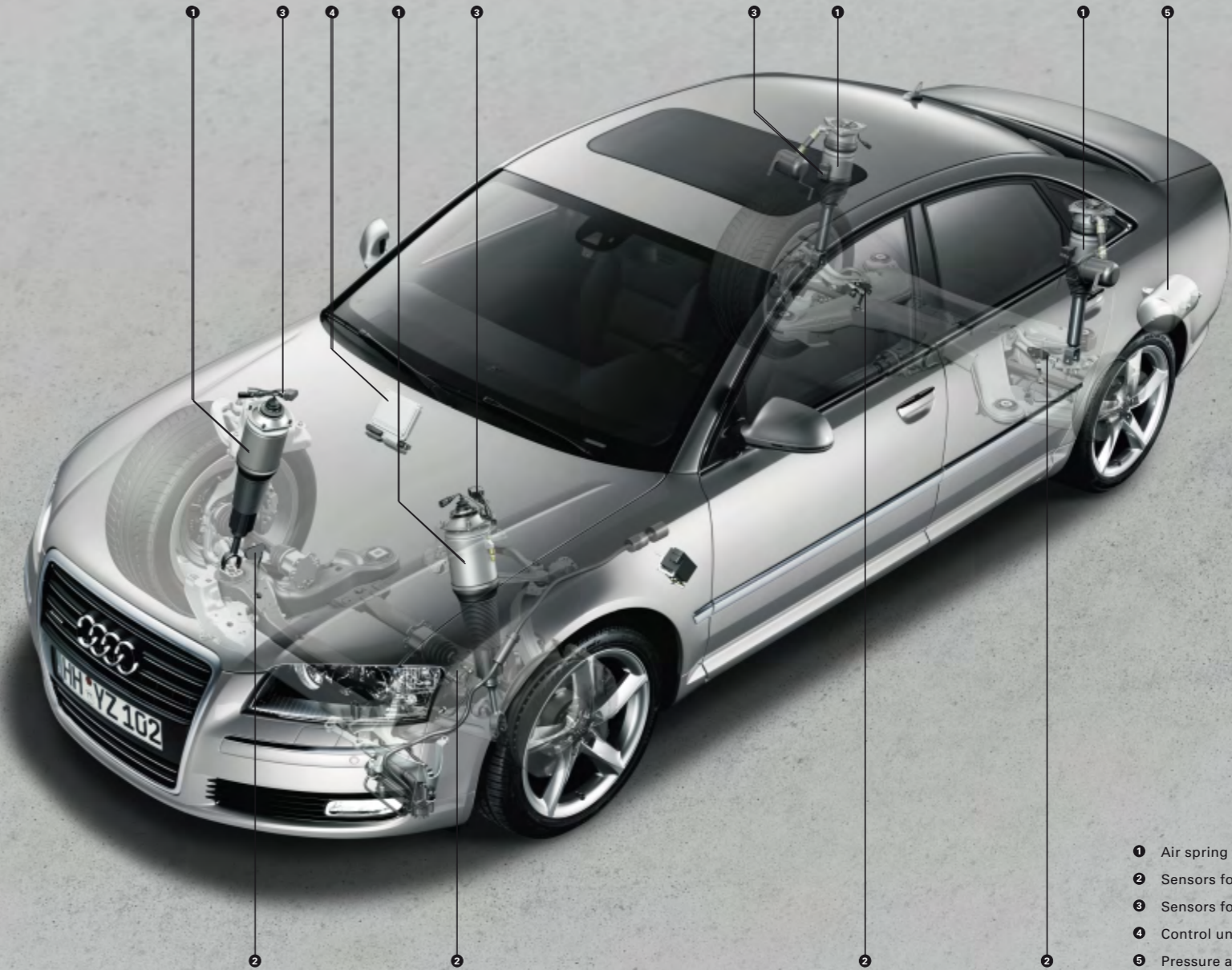
In the adaptive air suspension – sport, suspension, damping and stabilisation are tuned even more finely to driving dynamics. And of course you do not have to do without the usual ride comfort simply because you have the sports model.

Equally as important for the chassis as a whole is direct steering. Thus the Audi A8 is equipped with servotronic, a rack and pinion steering with speed-dependent

steering assistance. This has been improved such that the vehicle responds even more spontaneously to your steering commands – the effect is clearly noticeable on winding roads.



Air spring with integral variable damper (cross-sectional view).



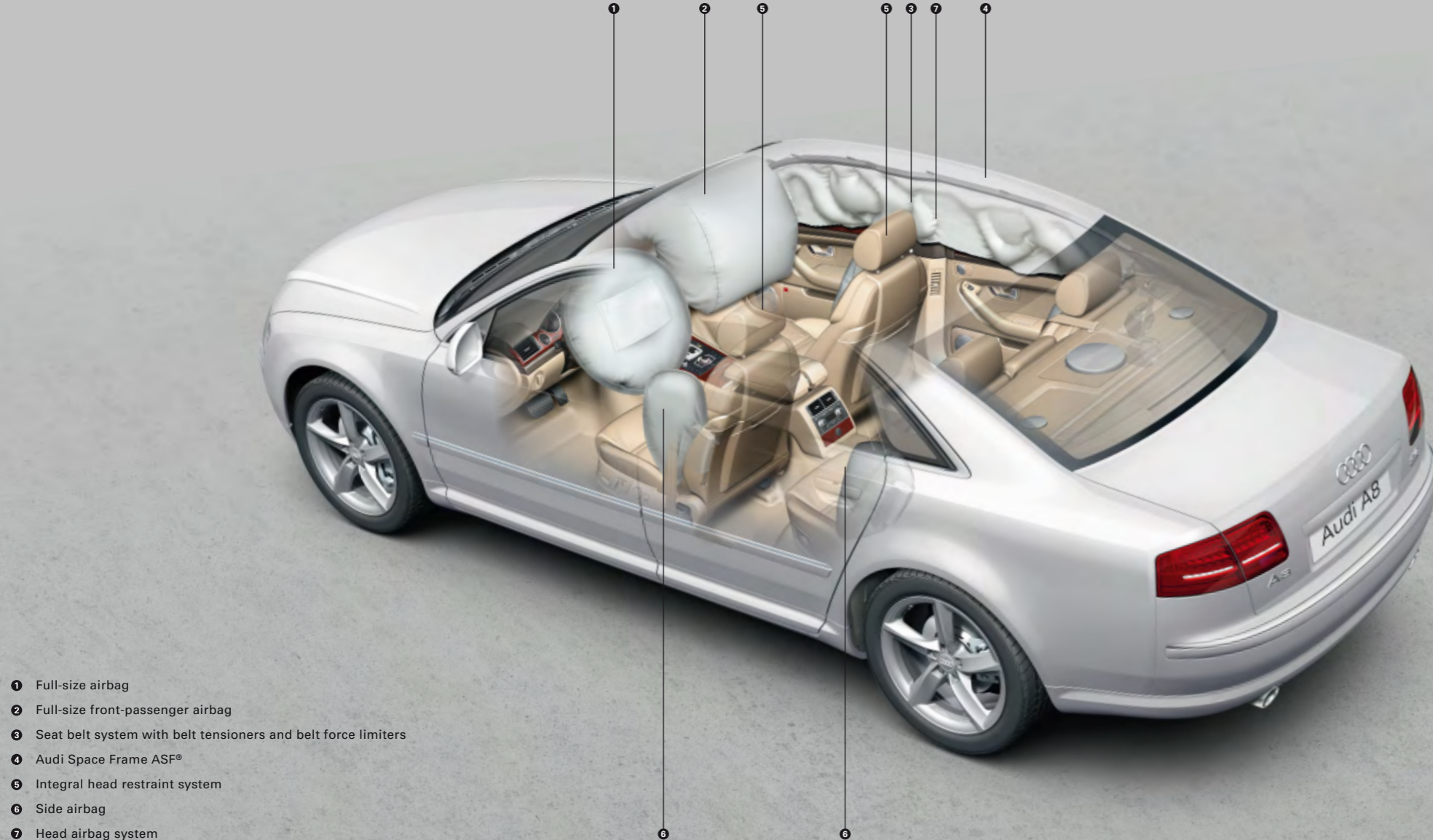
- ❶ Air spring with integral variable damper
- ❷ Sensors for calculating wheel movement and ride height
- ❸ Sensors for calculating body movement
- ❹ Control unit
- ❺ Pressure accumulator

What if power
could be more effectively realised?

The Audi A8. The only luxury saloon with quattro®. The more powerful the engine, the more important traction, namely the direct transmission of power to the road, becomes. So of course it goes without saying that we have combined the sporty V8 engines and the high-torque V6 TDI with quattro® permanent all-wheel drive as standard. But quattro® is more

than an all-wheel drive system. For more than 25 years, quattro® has stood for the technical excellence of the Audi brand and has already proven itself in numerous models. With quattro® permanent all-wheel drive, you can enjoy the unique feeling of superiority, outstanding safety and driving dynamics in every kilometre of your journey.





- ❶ Full-size airbag
- ❷ Full-size front-passenger airbag
- ❸ Seat belt system with belt tensioners and belt force limiters
- ❹ Audi Space Frame ASF®
- ❺ Integral head restraint system
- ❻ Side airbag
- ❼ Head airbag system

The advantage of computer-simulated crashes. Until now, the safety of a vehicle was tested in real collisions with various prototypes. For the development of the Audi A8, our engineers have ventured into new territory: the whole vehicle was simulated as a virtual model and subjected to all sorts of crash situations on a computer. This procedure delivers more meaningful results and enables substantially more test cycles to be carried out over a shorter period of time. Thus the passive safety of the Audi A8 was tested several thousand times in all for reliability and was continually improved in the process. Only after completion of the virtual development work was the safety of the Audi A8 also tested in real crash situations. The results were impressive and correlated with the computer simulation results. This good news was both motivating and consoling for our engineers: they had, after all, just seen the proud results of several years of development work crashed into the wall

before their very eyes in the real crash tests.

Every millisecond counts. If the worse should happen, everything has to proceed very quickly. An impact lasts for only 100 milliseconds on average. That is a blink of the eye. But the Audi A8 has even less time to recognise the impact and activate the corresponding safety measures. Therefore we have developed a crash sensor system. The system has several remote sensors in the body, which immediately respond in the event of an accident. They analyse the severity of the accident and initiate the corresponding safety measures: the necessary airbags are deployed, the belt tensioners activated, the hazard warning system switched on, the central locking system opened and the engine switched off. And all that faster than the blink of the eye!

An airbag not only has to inflate quickly, but also as gently as possible. This applies equally to the driver and front-

passenger airbags, the head airbag system and the airbags in the front and rear seat backrests. What sounds like a contradiction finds a convincing solution in our two-stage airbag system for driver and front passenger. These airbags inflate to a greater or lesser degree, depending on the situation. Thus the passengers are exposed to less loading without compromising on safety levels. The front seats are equipped with the integral head restraint system. In the event of a rear impact, the head restraints mechanically swivel forwards and reduce the distance between the head and head restraint. This protects the particularly sensitive cervical vertebrae even more effectively. All of these safety components, together with the rigid passenger cell of the Audi Space Frame ASF®, improve the active and passive safety of the Audi A8.



The front seats, equipped as standard with the integral head restraint system, ensure a reduction of the distance between head and head restraint in the event of a rear impact.



A8 L

Higher. Faster. Further. There is ever increasing pressure on us to perform. And particularly people with a lot of responsibility are subject to high levels of stress. For these people we have developed the long-wheelbase version of the Audi A8.

A car that, apart from an appealing working environment, also offers the highest possible relaxation and still offers a surprising amount of driving enjoyment, if you want to drive yourself from time to time.



Cast aluminium wheels, 10-hole design,
size 8 J x 17 with 235/55 R 17 tyres



Cast aluminium wheels,
10-spoke design,
size 8,5 J x 18 with 255/45 R 18 tyres



Forged aluminium wheels,
12-spoke design,
highly polished, single-tone,
size 8,5 J x 19 with 255/40 R 19 tyres



Audi exclusive cast aluminium wheels,
20-spoke design,
two-piece, size 9 J x 19
with 255/40 R 19 tyres.
From quattro GmbH



Cast aluminium wheels, 7-spoke design,
size 8 J x 17 with 235/55 R 17 tyres



Cast aluminium wheels, 5-spoke design,
size 8,5 J x 19 with 255/40 R 19 tyres



Audi exclusive cast aluminium wheels,
9-spoke design,
size 8 J x 18 with 235/50 R 18 tyres.
From quattro GmbH



Audi exclusive forged aluminium
wheels, 9-spoke design,
polished, two-tone, size 9 J x 20
with 275/35 R 20 tyres, including space-
saving spare wheel.
From quattro GmbH



Cast aluminium wheels, 5-arm design,
high-gloss, size 8.5 J x 18 with
255/45 R 18 tyres



Forged aluminium wheels,
12-spoke design,
polished, two-tone, size 8.5 J x 17
with 255/40 R 19 tyres



Audi exclusive cast aluminium wheels,
5-arm design,
size 9 J x 19 with 255/40 R 19 tyres.
From quattro GmbH



Audi exclusive forged aluminium
wheels, 9-spoke design,
high-gloss polished, single-colour,
size 9 J x 20 with 275/35 R 20 tyres,
including space-saving spare wheel.
From quattro GmbH

Cloth/leather upholstery and trim

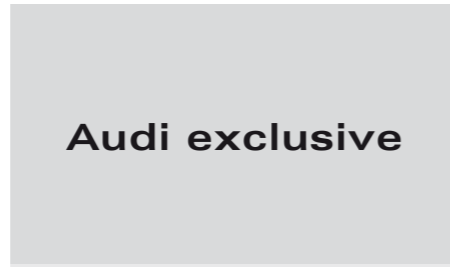
Standard seats



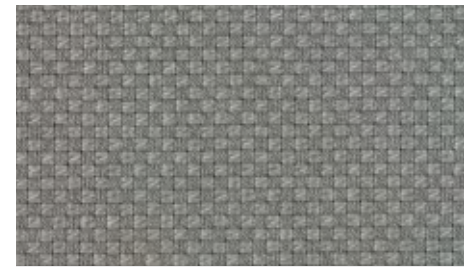
Verdi cloth, black NK



Valcona leather, black NK



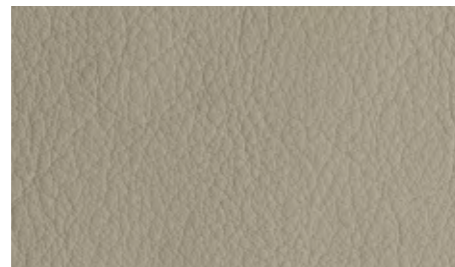
Audi exclusive
Audi exclusive leather upholstery and trim.
Individual choice of colour for leather/seams.
From quattro GmbH



Verdi cloth, pale grey DE

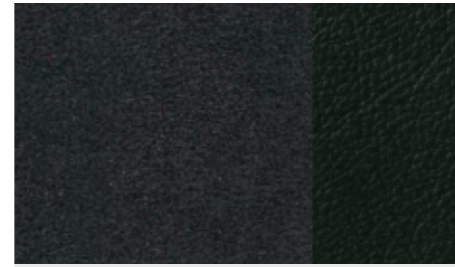


Valcona leather, pale grey DE



Valcona leather, cardamom beige DF/DG

Sports seats



Alcantara/Leather, black NK



Alcantara/Leather, pale grey DE



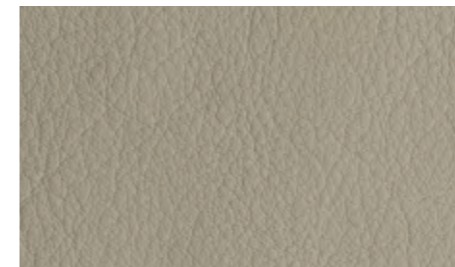
Alcantara/Leather, cardamom beige DF/DG



Valcona leather, black NK



Valcona leather, pale grey DE



Valcona leather, cardamom beige DF/DG



Valcona leather, paranut brown DJ



Valcona leather, amaretto brown LR



Valcona leather, linen beige DH



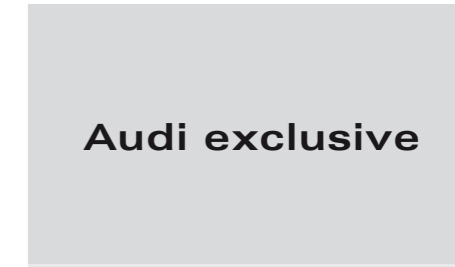
Natural leather, black NK



Natural leather, pale grey DE



Natural leather, cardamom beige DF/DG



Audi exclusive
Audi exclusive leather upholstery and trim.
Individual choice of colour for leather/seams.
From quattro GmbH



A8 in Ice Silver metallic, cast aluminium wheels in 10-spoke design.

Comfort seats in Valcona leather, paranut brown with piping/seams in black, dashboard in black, inlays in Walnut mid-brown matt finish.



A8 in Black Cherry, pearl effect, forged aluminium wheels in 12-spoke design.

Comfort seats in Valcona leather, amaretto brown with piping/seams in black, dashboard in black, inlays in Walnut brown.



Model	A8 4.2 TDI quattro with standard diesel particulate filter	A8 L 4.2 TDI quattro with standard diesel particulate filter
Engine type	V8 turbo diesel engine with two VTG turbochargers, TDI® direct injection	V8 turbo diesel engine with two VTG turbochargers, TDI® direct injection
Displacement in cc (valves per cylinder)	4134 (4)	4134 (4)
Max. output¹ in kW at rpm	240/3750	240/3750
Max. torque in Nm at rpm	650/1600–3500	650/1600–3500
Power transmission/wheels		
Type of drive	quattro® permanent all-wheel drive	quattro® permanent all-wheel drive
Transmission	tiptronic	tiptronic
Wheels	Cast aluminium wheels, 8 J x 17	Cast aluminium wheels, 8 J x 17
Tyres	235/55 R 17	235/55 R 17
Weights/capacities		
Unladen weight² in kg	1945	1995
Gross vehicle weight in kg	2545	2595
Roof load/trailer nose weight in kg	100/95	100/95
Trailer load limit³ in kg,		
unbraked	750	750
12% gradient	2300	2300
8% gradient	2300	2300
Fuel tank capacity, approx. in l	90	90
Performance/consumption⁴		
Top speed in km/h	250 ⁵	250 ⁵
Acceleration 0–100 km/h in s	5.9	6.1
Fuel grade	Diesel to EN 590	Diesel to EN 590
Fuel consumption⁷ in l/100 km		
urban	13.3	13.3
extra-urban	7.2	7.2
combined	9.4	9.4
CO₂ emissions⁷ in g/km		
urban	352	352
extra-urban	191	191
combined	249	249
Emissions standard	EU4	EU4

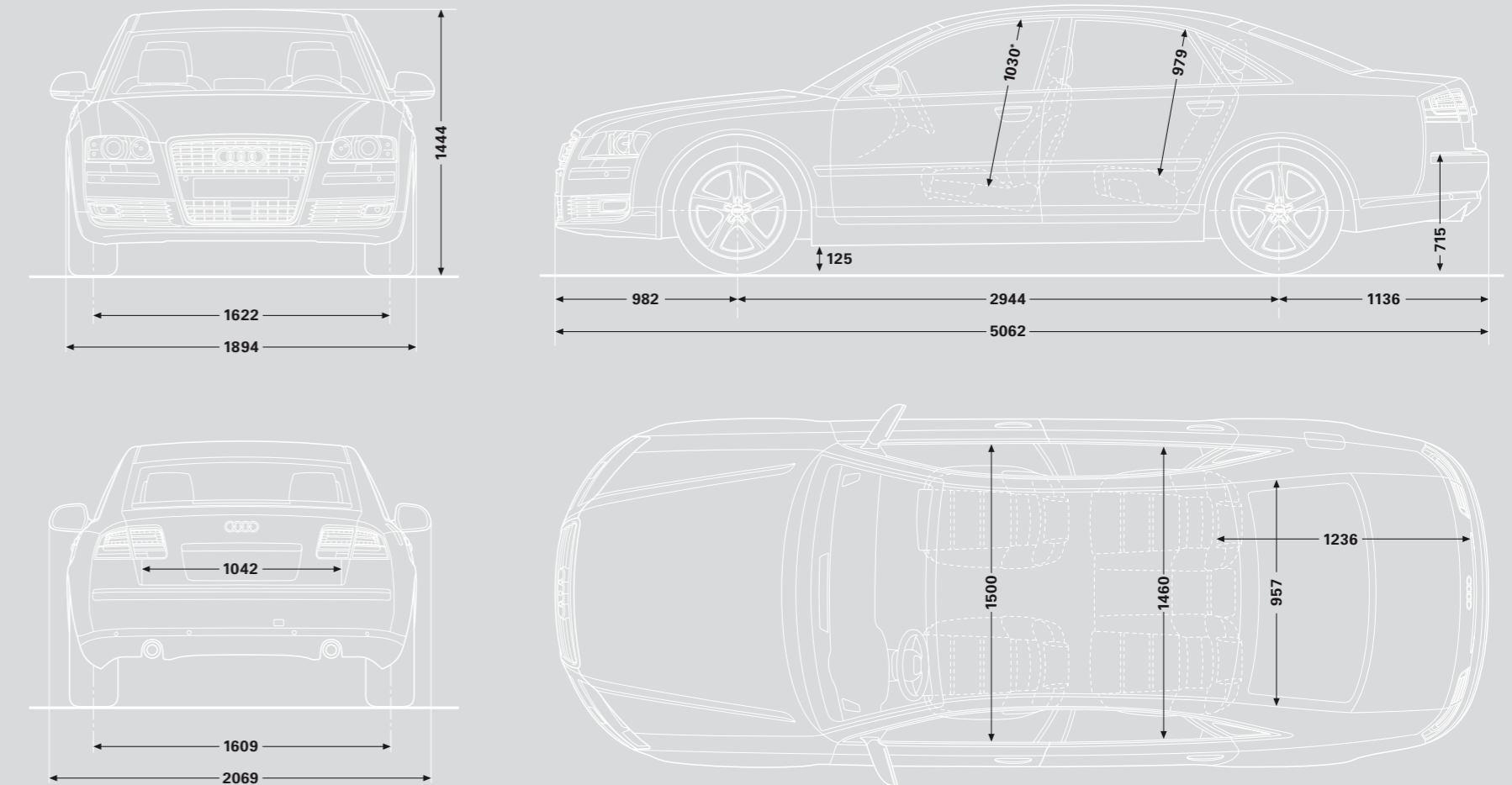
Notes

- ¹ The figure given was calculated using the specified measuring procedure (current applicable version of Directive 80/1269/EEC).
- ² Weight of car, unladen, without driver (calculated in accordance with the current applicable version of Directive 92/21/EEC). Optional equipment may increase the car's unladen weight and drag coefficient, whereupon the possible payload limit and the top speed will be reduced accordingly.
- ³ The engine's power output always goes down with increasing altitude. At 1,000 m above sea level, and for every additional 1,000 m, deduct 10 % from the weight of the outfit (trailer load limit + gross weight of the towing vehicle). Figure for trailer load limit applies to factory-fitted trailer towing hitch. If using the vehicle with a trailer towing hitch for commercial purposes, a digital tachograph may be required under certain conditions.
- ⁴ A vehicle's fuel consumption and CO₂ emissions do not just depend on how efficiently the vehicle uses the fuel, but are also influenced by driving behaviour and other non-technical factors. CO₂ is the greenhouse gas primarily responsible for global warming.
- ⁵ Regulated.
- ⁶ We recommend using Super unleaded (95 RON). If this is not available, use regular unleaded (91 RON); power output will be slightly reduced.
- ⁷ The figures given were calculated using the specified measuring procedure (current applicable version of Directive 80/1268/EEC). The figures do not refer to one individual vehicle and do not form part of any offer, but rather should be used purely for purposes of comparison between the different vehicle models.
- ⁸ We recommend using SuperPlus unleaded (98 RON). If this is not available, use super unleaded (95 RON); power output will be slightly reduced.

Important note

Inspections are due as shown by the service display.

Audi A8

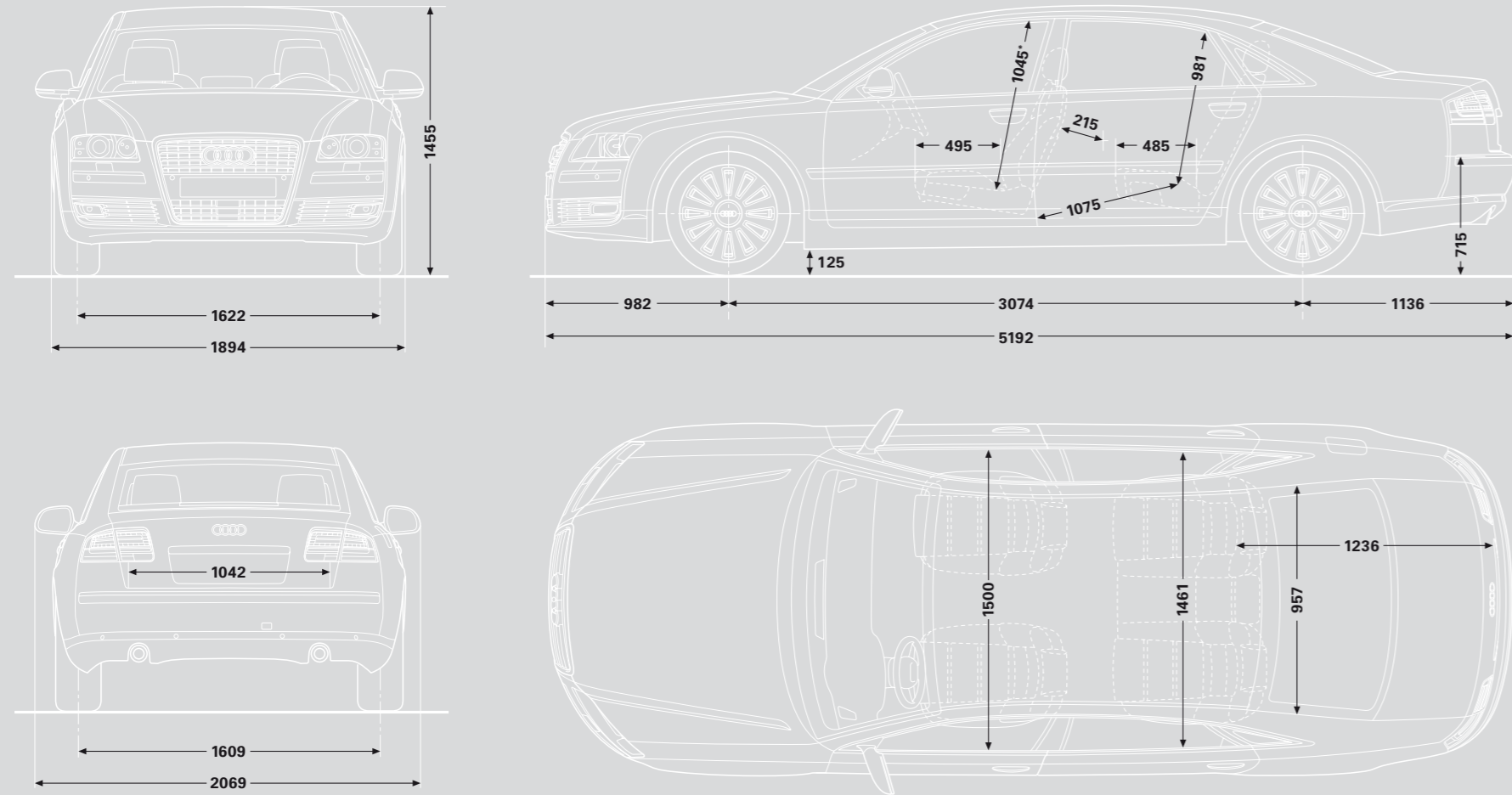


Dimensions in millimetres.

Dimensions were measured with vehicle at unladen weight, ground clearance measured with vehicle carrying its maximum load. Luggage compartment volume in l: 500 (measured by the VDA method using 200 x 100 x 50 mm blocks). Turning circle approx. 12.1 m
*Maximum headroom.

Dimensions

Audi A8 L



Dimensions in millimetres.

Dimensions were measured with vehicle at unladen weight, ground clearance measured with vehicle carrying its maximum load. Luggage compartment volume in l: 500 (measured by the VDA method using 200 x 100 x 50 mm blocks).

Turning circle approx. 12.5 m

*Maximum headroom.