2021

Audi A3

Sportback 1.5 TSI petrol 4x2 automatic

6.4 /10  
Clean Air Index

5.5 /10  
Energy Efficiency Index

4.8 /10  
Greenhouse Gas Index
The A3 impresses in its control of pollutant emissions, with an impressive index of 6.4 for Clean Air. NO$_x$ is kept comfortably below the type-approval value in all tests and even ammonia (NH$_3$), which is not regulated by legislation, is adequately controlled.
### Energy Efficiency Tests

<table>
<thead>
<tr>
<th>Test</th>
<th>Energy</th>
<th>Consumption</th>
<th>Driving Range</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Laboratory Test</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cold Test</td>
<td>6.2/10</td>
<td>6.3 l/100 km</td>
<td>812 km</td>
</tr>
<tr>
<td>Warm Test</td>
<td>6.5/10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cold Ambient Test</td>
<td>4.5/10</td>
<td>7.3 l/100 km</td>
<td>685 km</td>
</tr>
<tr>
<td>Highway</td>
<td>4.9/10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments**

The declared CO\(_2\) value of 140 g/km was closely matched in the laboratory cold-start test which most closely matches the regulatory test. Energy efficiency was at least marginal in all tests, including the cold ambient temperature test and the high-load highway test.
### Greenhouse Gases Tests

<table>
<thead>
<tr>
<th>Greenhouse gases</th>
<th>CO₂</th>
<th>N₂O</th>
<th>CH₄</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.5/7</strong> Cold Test</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td><strong>3.8/7</strong> Warm Test</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td><strong>3.0/7</strong> Cold Ambient Test</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td><strong>3.2/7</strong> Highway</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

#### Comments

For unregulated greenhouse gases - N₂O and CH₄ - the A3 shows very good control. Emissions of CO₂ are not excessive and show great consistency throughout all of the laboratory tests.
First introduced in the mid-90's, this fourth generation A3 shares the ubiquitous MQB platform with many of its VW-group stablemates and is tested here with the 1.5 litre petrol engine producing 110 kW and a hefty 250 Nm of torque. The car’s exhaust after-treatment - a three-way catalyst and a gasoline particulate filter - does a good job of controlling pollutant emissions and the car achieves an impressive index of 6.4 for Clean Air. Efficiency is also good considering engine output, with an average consumption of 6.3 l/100 km. CO\textsubscript{2} emissions are moderate while control of other important, albeit unregulated greenhouse gases, is very good. The car performs well overall and fully deserves its 3 star rating.

**Disclaimer**

**Publication Date**
02 2021

**Tested Car**
WAUZZGY2MA00xxxx

**Engine Power/Torque**
110 kW/250 Nm

**Engine Size**
1,498 cc

**Emissions Class**
Euro 6d

**Mass**
1,415 kg

**Tyres**
225/40/R18 92Y

**Published CO\textsubscript{2}**
140 g/km

**Declared Battery Capacity**
n.a.

**Published Driving Range**
n.a.

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