The 2015 A3 Cabriolet
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This eSelf Study Program teaches a basic knowledge of the design and functions of new models, new automotive components or technologies.

**It is not a Repair Manual! All values given are intended as a guideline only.**
For maintenance and repair work, always refer to the current technical literature.
Audi A3 Cabriolet ’15

Sporty, elegant and multi-faceted - the new 2015 Audi A3 Cabriolet. This compact four seater impresses at first glance with its flowing lines and soft top. It is also at the top of its class technically with systematic lightweight design, new engines, sophisticated networking and high performance driver assistance systems.

The A3 Cabriolet has a soft top that is stretched over a lightweight magnesium and steel kinematic mechanism. At the press of a button, the top opens or closes electro-hydraulically in less than 18 seconds; even when driving up to speeds of 31 mph (50 km/h). The fully automatic top has a glass rear window with an electric rear defroster. An active rollover protection system protects the occupants in case of a rollover accident.

As with every Audi, workmanship quality is uncompromisingly high, and the vehicle’s controls are simple, intuitive and convenient. The A3 Cabriolet offers enough room for four adults. The rear seats can be folded down to create a wide through-load area when the top is up. The interior features new steering wheel and seat designs as well as an electro-mechanical parking brake operated by a push button on the center console.

All engines in the new A3 Cabriolet combine the high technologies of direct fuel injection and turbocharging. On average, the two engines offered at market launch have excellent fuel economy while offering a high performance driving experience (1.8 and 2.0L).

The chassis of the A3 Cabriolet uses sophisticated technology that delivers sporty handling, superior vehicle safety and a high level of comfort. Some components of the MacPherson strut front suspension are made of aluminum while the four-link rear suspension handles longitudinal and transverse forces separately. The power steering system features an efficient electro-mechanical drive.

The ABS/ESP system has all the features offered on other Audi vehicles which provide safe, stable and predictable operation.
Introduction

Dimensions
<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>174.05 in (4421 mm)</td>
<td></td>
</tr>
<tr>
<td>Width</td>
<td>70.5 in (1793 mm)</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>55.4 in (1409 mm)&lt;sup&gt;31&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>Track width, front</td>
<td>61.2 in (1555 mm)</td>
<td></td>
</tr>
<tr>
<td>Track width, rear</td>
<td>60.07 in (1526 mm)</td>
<td></td>
</tr>
<tr>
<td>Wheelbase</td>
<td>102.1 in (2595 mm)</td>
<td></td>
</tr>
<tr>
<td>Trailer load</td>
<td>3968.3 lb (1800 kg)</td>
<td>lb (kg)</td>
</tr>
<tr>
<td>with brake at a gradient</td>
<td></td>
<td></td>
</tr>
<tr>
<td>of 8 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curb weight</td>
<td>3152.6 lb (1403 kg)</td>
<td>lb (kg)</td>
</tr>
<tr>
<td>Max. gross weight</td>
<td>4254.9 lb (1930 kg)</td>
<td>lb (kg)</td>
</tr>
</tbody>
</table>

<sup>1</sup> Shoulder room width  
<sup>2</sup> Maximum headroom  
<sup>3</sup> excluding mirror
**Body**

**Structure/materials**

The body of the 2015 A3 Cabriolet is based on the 2015 A3 sedan. Thanks to Audi ultra-lightweight technology, convertible specific elements such as the 'A' pillar, front roof frame, rear bulkhead and the underbody are designed so they do not add undesirable weight to the vehicle.

**Lightweight steel components**

The front fenders, doors, convertible top box lid, trunk lid and rear bumper cross member are made from lightweight steel.

The front bumper cross member and hood are made from aluminum.
Key:
- Ultra-high strength hot-formed steel
- Advanced high strength steel
- High strength steel
- Low strength steel
- Sheet aluminium
- Aluminium section
**A-pillar reinforcement**

The 2015 A3 cabriolet affords a high level of safety in the event of a rollover accident through its extremely stiff two-component A-pillar structure.

The A-pillar is constructed with a modern high tensile strength inner plate and a ultra-high strength hot-formed steel reinforcement tube.

**Side member, sill, and seat cross member reinforcements**

Various additional reinforcements are used to ensure the body structure meets the high convertible specific strength requirements in the side member, sill, seat cross member and B-pillar areas. To provide better side impact protection, the seat cross member located between the B-pillars is made from ultra-high strength hot-formed steel.
**Rear bulkhead**

Additional body strengthening is provided by the rear bulkhead. High strength sheet steel is used to provide extremely high rigidity in crash relevant areas like the rollover protection system mounting points. This not only provides optimum safety for the vehicle occupants, it also increases the stiffness of the occupant cell significantly.

**Door side impact reinforcement**
The Audi A3 Cabriolet roof is a classical soft top design known as a K fold system.

The frame is made of magnesium, aluminum and steel components. It opens electro-hydraulically in less than 18 seconds even while driving at speeds up to 31 mph (50 km/h). When the top is opened it folds into three layers and is stored in its own well.

Roof bow

Welting stitched into the convertible top cover slides into grooves in the roof bows. The cover can be removed and installed by pulling or pushing it from the sides, simplifying repairs. The interior headliner clips to the underside of the roof bows.

The soft top is made from rugged materials and has an integral heated glass rear window. This makes the A3 Cabriolet suitable even for winter use.

The complete convertible top (frame and cover) weighs approximately 112 lb (51 kg).
Convertible top fabric

The convertible top cover itself is a three-layered structure. The outer layer is made of an acrylic nitrile fabric, the middle layer of butyl rubber while the inner layer is a polyester fabric. The cover is a three part design; it has a middle panel and two side sections.

Rear window
The glass rear window is made of 3.15 mm toughened safety glass and is electrically heated. It is bonded to the convertible top cover.

AM antenna (AM2, R11)
AM2 is sewn into the convertible top material.

Tensioning strut
The tensioning strut sits on the convertible top box lid when the top is closed and locked into position. This allows the hydraulic system to be depressurized after closing.

Note
The integrated glass rear window cannot be replaced separately from the convertible top cover.
Movable convertible top well

A movable convertible top well is located in the luggage compartment of the A3 Cabriolet.

The top can only be lowered when the movable convertible top well is in its lowest position. It is lowered manually by using a pull handle.

When the convertible top is closed, the movable convertible top well can be raised to provide more room in the luggage compartment.

Windbreak

The windbreak reduces drafts inside the vehicle for greater comfort when driving with the top down.

It attaches to the rear side trim panels behind the front seats and is then moved into an upright position.

The windbreak can remain installed in the vehicle when the convertible top is closed or it can be stored in its own bag in the luggage compartment when removed.
Convertible top box lid/service position

The convertible top box lid is a lightweight steel component that protects the top when it is down. The lid is opened and closed by two hydraulic cylinders mounted on the left and right hinges.

During repair work on the convertible top, both the top and the convertible top box lid must be moved into a service position. To prevent the top from closing, both knee hinges must be pushed towards the tensioning strut at the upper pivot point as far as the stop.

A tensioning strap (T10038) and two hooks (T40306) are then attached to the top centrally at the front and rear edges and hold the top in its assembly position.
**Convertible top frame**

The convertible top frame is bolted to the car body on both the left and right side with a main bearing attached to a mounting plate. The position of the plate is defined by the reference point system (RFS) of the car body during manufacturing and cannot be changed.

Roof bows 1 - 4 are made from extruded aluminum sections. Because of its complex design, the front roof bow is made from high grade magnesium. The use of these materials enables the top frame to meet high standards for stability and strength.

**Main bearing service tools**

Two spacers (special tool T40307) are inserted into the left and right main bearings from above when the top is removed. They remain installed in the main bearings during the time the top is removed and stored during repairs.

When the top is removed, the spacers replace the missing stop buffers on the car body and prevent damage to the top cover and frame.

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**Note**

Please follow the instructions given in the Electronics Service Information during all work on the convertible top.
Hydraulic unit

An electric motor, valve block (including pump and valves) and an oil tank make up the hydraulic unit.

Plastic sheathed flexible metal spiral hoses connect the hydraulic cylinders to the hydraulic unit. Relays J588 and J321 are clipped onto the hydraulic unit and control the operating current for the clockwise and counter-clockwise operation of the pump.

When the top is being raised or lowered, the pump runs and valves 1 - 3 control the flow of fluid according to the required sequence of movements.

No bleeding process needs to be done after repairs to the hydraulic system. The system is bled automatically during operation.

The pump rotation only needs to be reversed to move the tensioning strut into position when raising the top.

Pump pressure is limited to 2611 psi (180 bar) by pressure limiting valves.

When the system is at rest, the hydraulic fluid can flow back from the hydraulic cylinders to the fluid reservoir unpressurized. This operating feature also allows the emergency operation of the top.

Bi-directional hydraulic cylinders are used. They are activated according to the convertible top movement sequence.

Solenoid valves

The hydraulic system uses 3/2 way valves (3 connections and 2 switch positions) which are operated by solenoids. Oil flows from the hydraulic cylinders and into the oil reservoir when the valves are de-energized and from the pump to the cylinders when energized.

The valves are activated by Convertible Top Control Module J256 for up to five minutes. The top can be emergency operated immediately after the valves have been switched off. When the valves are de-energized after five minutes, the hydraulic system depressurizes.
Convertible top control system
Component locations

F412
F294
F295
V223
F411
J285
Key

- E137  Power Top Operation Switch
- F171  Convertible Top Open Position Switch
- F202  Convertible Top Front Closed Position Switch
- F293  Convertible Top Compartment Latch -Unlocked- Switch
- F294  Convertible Top Latch -Open- Switch
- F295  Convertible Top Latch -Closed- Switch
- F404  Convertible Top Compartment -Locked- Switch
- F407  Convertible Top Compartment -Open- Switch
- F408  Upper Tensioning Bow Switch
- F411  Left Convertible Top Closed Position Switch
- F412  Right Convertible Top Closed Position Switch
- F517  Lower Bracket Switch
- F519  Convertible Top Compartment Cover -Closed- Switch
- F520  Lower Convertible Top Compartment Enclosure Switch
- J256  Convertible Top Control Module
- J285  Instrument Cluster Control Module (diagram showing convertible top status)
- J321  Convertible Top Hydraulic Pump Relay
- J588  Convertible Top Hydraulic Pump Relay 2
- N272  Power Convertible Top Valve 1
- N341  Power Convertible Top Valve 2
- N342  Power Convertible Top Valve 3
- V118  Convertible Top Hydraulic Pump
- V222  Convertible Top Compartment Cover Locking Motor
- V223  Convertible Top Locking Motor
Convertible top operation

Power Top Operation Switch E137
The convertible top opening cycle is started by pulling Power Top Operation Switch E137. To open the convertible top completely, the switch must remain pulled until the opening cycle is complete. When the switch is released, the convertible top cycle stops instantaneously. If the switch is pulled again, the convertible top continues to open. If the switch is pressed, the convertible top closes.

The switch must also be remain pressed during the closing cycle.

If the convertible top is closed and the switch is pulled and then released again, the side windows will lower to a defined level. The convertible top cycle will not start. If the button is kept pressed for 5 seconds, the side windows close again.

Graphic displays for convertible top operation
The operation of the convertible top is indicated graphically in the Driver Information System (DIS) of Instrument Cluster Control Module J285.

As soon as the top starts to open or close, the graphic display appears in the DIS.

The display will either be in color or monochrome depending on the Instrument Cluster version.

A curved arrow over the convertible top indicates the direction of the convertible top. If the arrow tip is pointing back, the convertible top is opening. If the arrow tip is pointing forward, the convertible top is closing.
If no arrow is displayed over the convertible top, the convertible top cycle has been initiated but aborted. The convertible top is in an intermediate position.

If the convertible top cycle has been completed, the status of the convertible top (opened or closed) is indicated for approximately 2 seconds. An audible signal sounds at the same time.
If convertible top operation is not possible, an audible warning is sounded by the Instrument Cluster and one of nine visual warnings is given in the DIS.

The warning is given if:
- The convertible top is in the intermediate position.
- There is a DTC in the fault memory.
- The vehicle is traveling faster than 3.1 mph (5 km/h).

### Warnings are indicated via the color DIS as follows:

- Triangle with exclamation mark in the driver information and warning lamps tab
- Yellow vehicle-with-convertible-top icon in the status line
- Displayed text
- Yellow central warning lamp

### Warnings are indicated via the monochrome DIS as follows:

- Exclamation mark in driver information tab and warning lamps tab
- Vehicle convertible top icon in the status line
- Displayed text
- Yellow central warning lamp
Display of the 9 functional or visual messages in the DIS:

- The yellow warning lamp is NOT activated when the functional or visual messages are displayed.
- Messages are indicated by a white vehicle-with-convertible-top icon in the status line in both the color and mono-chrome Driver Information System displays.
- Message texts are NOT included in the driver information and warning lamps tab.

If the convertible top is in a limit position (open or closed) and a convertible top cycle is initiated in the limit stop direction, no actions are initiated and no messages are displayed.

**To activate messages, the following conditions must be met:**
The trunk lid is open and the convertible top operating switch is actuated.

The convertible top well is in the upper position and the convertible top operating switch is actuated in the "open" direction.

The convertible top is in a limit position (open or closed), the vehicle is travelling faster than 31 mph (50 km/h) and the convertible top operating switch is actuated.
A convertible top cycle is currently active and the vehicle's speed increases to over 31 mph (50 km/h).

or

the convertible top is in an intermediate position and the vehicle speed exceeds 31 mph (50 km/h).

The ambient temperature is below 5 °F (-15 °C), the convertible top is closed and the operating switch is actuated in the “open” direction.

An open convertible top can be closed at temperatures below 5 °F (-15 °F).

Convertible Top Control Module J256 has registered a DTC and the switch is actuated.
The vehicle battery voltage has dropped below a threshold value; the ignition is switched ON, the engine is not running, and the convertible top operating switch is actuated.

The overload protection is active and the convertible top operating switch is actuated.

Convertible Top Control Module J256 has registered a DTC, the limit position (open or closed) has been reached and the convertible top operating switch is released.

Convertible Top Control Module J256 has registered a DTC, the limit position (open or closed) has been reached and the convertible top operating switch is released.

You can continue driving.
Convertible top opening sequence

To open the convertible top, the following conditions must be met:

- The vehicle must not be travelling faster than 31 mph (50 km/h)
- The power top operation switch E137 must be pulled and held
- The ambient temperature must be above 5 °F (-15 °C)
- The convertible top well must be in the lower position
- The trunk lid must be closed
- The vehicle battery voltage must be sufficient
- Both front and rear side windows must have pinch protection activated

Initial situation: the convertible top is closed

Assuming the previous conditions are met and Power Top Operation Switch E137 remains pulled up, all the side windows will lower to a defined position.

A vehicle image appears in the Driver Information System display showing the vehicle with a convertible top and a curved arrow. The arrow tip is pointing back.

The Release Button in Rear Lid Handle E234 is deactivated so the trunk lid cannot be opened.

If the rear window defroster is ON, it is switched OFF. The rear window defroster can only be switched ON when the convertible top is fully closed.
The catch hooks in the upper part of the lock in the wind-
shield frame area are opened. The tensioning strut begins
to move into the upright position.

At the same time, Convertible Top Compartment Cover
Locking Motor V222 opens the convertible top box lid. The
tensioning strut moves into the upright position. The con-
vertible top box lid opens fully.

The convertible top retracts and folds down into the con-
vertible top well. Meanwhile, the catch hooks close again.

After that, the convertible top box lid closes and V222 locks
it into position.

An acoustic signal and graphic display indicate that the
convertible top cycle is complete and the convertible top is
fully open.

Finally, the side windows raise to their closed position and
the Release Button in Rear Lid Handle E234 is re-activated
so the trunk lid can be opened.
Convertible top closing sequence

To be able to close the convertible top, the following conditions must be met:

- The vehicle must not be travelling faster than 31 mph (50 km/h)
- The function must be activated
- The trunk lid must be closed
- The vehicle battery voltage must be sufficient

Initial situation: the convertible top is open

Assuming the previous conditions are met and Power Top Operation Switch E137 remains pressed, all the side windows will lower to a defined position.

A vehicle image appears in the Driver Information System display showing the vehicle with a convertible top and a curved arrow. The arrow tip is pointing forward.

The Release Button in Rear Lid Handle E234 is deactivated so the trunk lid cannot be opened.
The tensioning strut moves into the upper position and the convertible top box lid closes fully. V222 locks the convertible top box lid.

The convertible top lifts up out of the convertible top box and the catch hooks in the upper part of the convertible top lock open.

The tensioning strut moves into the upper position and the convertible top box lid closes fully. V222 locks the convertible top box lid.

The convertible top continues to run until it settles on top of the windshield frame. At the same time, the tensioning strut moves down. The catch hooks then lock the convertible top in place.

An acoustic signal and graphic display indicate that the convertible top cycle is complete and the convertible top is fully closed.

If E137 is kept pressed, the side windows raise to their closed position.

The Release Button in Rear Lid Handle E234 is re-activated so the trunk lid can be opened. The rear window defroster can be switched on again.
Opening the convertible top with the vehicle key

The convertible top can be opened and closed using the vehicle key in the driver’s door lock cylinder. The following conditions must be met:

- The convertible top well must be in the lower position.
- The trunk lid must be closed.
- The ambient temperature must be above 5 °F (-15 °C).
- The battery voltage must be sufficient.

To lower the convertible top:

- Insert the key in the driver’s door lock cylinder and turn it in the “open” direction, then release.
- Turn the key to the “open” direction again within 2 seconds and hold it in that position.

The convertible top cycle will start. The key must be held in the “open” position during the convertible top cycle. If the key is released, the cycle will immediately stop. To resume the cycle, the key must again be turned in the “open” direction and held in that position.

If the key is turned in the “close” direction and held in this position, the convertible top will close again.

Closing the convertible top with the vehicle key

The convertible top can also be closed using the car key. Before this can be done, the following conditions must be met:

- The trunk lid must be closed.
- The battery voltage must be sufficient.

To close the convertible top:

- Insert the key in the driver’s door lock cylinder and turn it in the “close” direction, then release.
- Turn the key to the “close” direction again within 2 seconds and hold it in that position.

The convertible top cycle will start. The key must be held in the “close” position during the convertible top cycle. If the key is released, the cycle will immediately stop. To resume the cycle, the key must again be turned in the “close” direction and held in that position.

If the key is turned in the “open” direction and held in this position, the convertible top will open again.

Note

When opening or closing the convertible top with the vehicle key, there may be a short delay between the time the key is turned to when the operation begins.
Operating the convertible top while driving

The convertible top can be opened or closed using Power Top Operation Switch E137 up to a speed of 31 mph (50 km/h).

If the vehicle speed increases to over 31 mph (50 km/h) during the top cycle, the driver will be alerted both audibly and visually. The top cycle is stopped and the top comes to a standstill in its current position. The cycle will not resume until the vehicle speed has dropped below 31 mph (50 km/h) or less.

To do this, the operating switch must be kept pulled or pressed.

A convertible top cycle cannot be initiated if the vehicle is travelling at a speed over 31 mph (50 km/h). In this case too, the driver is alerted by audible and visual warnings.
Components of the convertible top control system

Power Top Operation Switch E137

The Power Top Operation Switch E137 is located in the center console.

Hall sensors

Controlled operation of the convertible top is only possible if Convertible Top Control Module J256 receives information from various sensors and switches during each phase of the operating cycle. The sensors and switches indicate the current position of certain parts of the top assembly to J256.

J256 uses this information to control the actuators, and thus, the operation of the top.

The following Hall sensors react to the fields generated by permanents magnets:

- Lower Convertible Top Compartment Enclosure Switch F520
- Left Convertible Top Closed Position Switch F411
- Right Convertible Top Closed Position Switch F412
- Convertible Top Compartment Cover -Closed- Switch F519
- Convertible Top Front Closed Position Switch F202
- Convertible Top Open Position Switch F171
- Left Tensioning Bow Switch F408

These Hall sensors are referred to as monopolar or unipolar Hall sensors. They react to the south pole of a permanent magnet.

In a Hall sensor, a magnetic field acts perpendicular to the direction of current flow in an electrical conductor resulting in voltage differences. These voltage differences are converted to signals and utilized by Convertible Top Control Module J256.

The distance between a Hall sensor and permanent magnet is typically 0.1 in (3 mm).
Upper Tensioning Bow Switch F408

Upper Tensioning Bow Switch F408 is a Hall-type sensor installed on the long tensioning strut pivot arm on the left hand side of the vehicle. A permanent magnet is attached to the joint on the pivot arm.

When the tensioning arm reaches its upper position, F408 and the permanent magnet are facing one another. In this position, Convertible Top Control Module J256 detects that the tensioning strut is up.

Lower Convertible Top Compartment Enclosure Switch F520

F520 is installed on the movable convertible top well at the right hand side of the vehicle. It is a Hall sensor that detects whether the movable convertible top well is in the lowered position. The convertible top cannot be opened when the movable convertible top well is in the upper position.

The convertible top well has to be manually raised or lowered by pulling or pushing on its handle. When the convertible top is closed and the top well raised, an additional 1.4 cu ft (40 liters) of load capacity is available in the trunk and greater access to the seat pass thru is available.

Left Convertible Top Closed Position Switch F411 and Right Convertible Top Closed Position Switch F412

F411 and F412 are located on the left and right hand convertible latch locks. They are both Hall sensors. Convertible Top Locking Motor V223 engages and disengages the catch hooks on the convertible top. When the catch hooks are engaged in the locks, each switch sends a signal to the Convertible Top Control Module J256 indicating the top is closed.
**Convertible Top Compartment Cover -closed- Switch F519**

F519 is located on Convertible Top Compartment Cover Locking Motor V222. It is a Hall sensor. A permanent magnet is attached to the striker. When the convertible top box lid is closed, the magnet is directly facing F519. Convertible Top Control Module J256 detects that the top box lid is closed.

**Convertible Top Front Closed Position Switch F202**

F202 is installed in the direction of travel on the stationary part of the main bearing bolted to the body on the left hand side of the vehicle. It is a Hall sensor. A permanent magnet is attached to the moving part of the main bearing. If the magnet stops within the detection range of the switch, Convertible Top Control Module J256 detects that the top is in the closed position.
Convertible Top Open Position Switch F171

F171 is installed on the stationary part of the main bearing on the left hand side of the vehicle. The switch is a Hall sensor. A permanent magnet is attached to the moving part of the main bearing. If the magnet stops within the detection range of the switch, Convertible Top Control Module J256 knows that the top is in its fully open position (stowed in the convertible top compartment).

Convertible Top Compartment Cover Locking Motor V222

V222 locks the convertible top box lid. It is activated by Convertible Top Control Module J256.
Convertible Top Compartment Latch -unlocked- Switch F293
and Convertible Top Compartment -locked- Switch F404

Both switches are integrated in Convertible Top Compartment Cover Locking Motor V222. These switches tell Convertible Top Control Module J256 whether the convertible top box lid latch is engaged or disengaged.

The microswitches are actuated by tabs on the toothed segment.

This switch tells Convertible Top Control Module J256 whether the convertible top box lid latch is engaged or disengaged.

Trunk lid

The convertible top can only be operated when the trunk lid is closed. When an opening or closing cycle is initiated, Vehicle Electrical System Control Module J519 prevents the trunk lid from being opened via the Release Button in the Rear Lid Handle E234.

If a convertible top cycle is initiated when the trunk lid is opened, a message is displayed in the DIS advising the driver to close it.
Convertible Top Hydraulic Pump V118

V118 includes:

- Convertible Top Hydraulic Pump Relay J321
- Convertible Top Hydraulic Pump Relay 2 J588
- Power Convertible Top Valve 1 N272
- Power Convertible Top Valve 2 N341
- Power Convertible Top Valve 3 N342

The hydraulic pump together with the relays and valves form a unit. The hydraulic pump is installed in the trunk, behind the luggage compartment trim on the left-hand side as seen in the direction of travel. The hydraulic pump is housed in an acoustic enclosure which provides sound insulation during pump operation.

Convertible Top Control Module J256 controls the hydraulic pump via the two relays. The relays control the clockwise and counter-clockwise operation of the pump.

This is done by operating only one of the two relays to supply power to the pump. The non-operated relay supplies the ground circuit for the pump via the 87a terminal on the relay. By switching the relay being operated, the direction of the motor is controlled which in turn changes the direction of fluid flow from the pump.

The valves guide the oil flow through the hydraulic lines and into the hydraulic cylinders.
The hydraulic system is self-locking. This means that the pressure generated by the pump is maintained within the system for approximately 5 minutes. After 5 minutes, the valves are de-energized and the hydraulic system de-pressurizes.

If the convertible top is in an intermediate position and the hydraulic system de-pressurizes, the top will collapse depending on its position. Also, the convertible top box lid may close depending on its position.

In the worst case scenario, the convertible top will collide with the convertible top box lid and may become damaged.

It may happen that neither the convertible top box lid nor the convertible top reaches one of its limit positions. In this case, it is no longer possible to operate the convertible top because Convertible Top Control Module J256 receives implausible signals. When this happens, the driver will be alerted by a message in the DIS.

To continue operating the convertible top, the convertible top box lid must be moved manually into a limit position. The top cycle can then be resumed. If the limit position was reached by opening the convertible top box lid, it must be secured to prevent it from slamming shut.

The hydraulic system can also be de-pressurized by switching the ignition off and then push or pull the Power Top Operation Switch E137 for approximately 5 seconds.
**Hydraulic cylinders**

The convertible top and convertible top box lid are operated by three pairs of hydraulic cylinders.

Two cylinders are responsible for operating the convertible top box lid. Two are responsible for the tensioning strut and two are responsible for the convertible top.

The hydraulic cylinders operate in two working directions.
Lower Bracket Switch F517

F517 is integrated in the hydraulic cylinder responsible for movement of the tensioning strut and is located on the left hand side of the vehicle. It is a Hall sensor and can be replaced separately from the cylinder. When the tensioning strut is in its lowest position (tensioned), the cylinder is fully extended. The Hall sensor then sends a signal to Convertible Top Control Module J256 that the tensioning strut is down.

Convertible Top Compartment -open- Switch F407

F407 is integrated in the left hand side hydraulic cylinder responsible for movement of the convertible top box lid. It is a Hall sensor and can be replaced separately from the cylinder. When the convertible top box lid is fully opened, the Hall sensor sends a signal to Convertible Top Control Module J256.
Hydraulic cylinders at main bearings

The two hydraulic cylinders responsible for the movement of the convertible top are mounted at the main bearings.

Convertible Top Control Module J256

J256 controls and monitors each individual convertible top operating cycle. It collects the information generated by the sensors as well as information from other data bus users. It evaluates and controls the actuators accordingly and it communicates over the Convenience CAN.

J256 is located on the left hand side of the luggage compartment behind the trim cover for Convertible Top Hydraulic Pump V118.

J256 is also responsible for system diagnostics. If implausible signals are detected or received at the wrong time, the convertible top cycle is stopped and a DTC is recorded. A warning message to the driver is also displayed in the DIS.
To protect Convertible Top Hydraulic Pump V118 from being overloaded, its run-time is monitored by J256.

If the top has been running continuously for approximately 2 minutes and is closed by this time, J256 suppresses further operation of the top for approximately 10 minutes.

The maximum continuous operation of the hydraulic pump is limited to approximately 170 seconds at which time the pump shuts off regardless of the top's current position.

Further operation of the pump is subsequently suppressed for approximately 20 minutes to prevent it from overheating. The driver is warned by a message in the DIS.

**Convertible Top Locking Motor V223**

V223 is attached to the front of the convertible top in the middle. The motor uses a linkage to operate the two catch hooks which lock the roof to the window frame.
Convertible Top Latch -closed- Switch F295

Convertible Top Latch -closed- Switch F295 is integrated with Convertible Top Locking Motor V223. It is a Hall sensor type switch. When V223 has locked the convertible top latches, a retaining plate is within the detection range of F295. This produces a “locked closed” signal which is sent to Convertible Top Control Module J256.

Convertible Top Latch -open- Switch F294

F294 is also integrated with Convertible Top Locking Motor V223. It is a Hall sensor configured as an incremental encoder or rotary encoder. It measures the number of revolutions of V223. Convertible Top Control Module J256 evaluates the signals generated by the Hall sensor. When the corresponding number of revolutions have been registered, J256 detects “convertible top lock open.”
Emergency operation

In the event of a malfunction, the convertible top can be closed manually. If possible this should be done by two people.

The emergency procedure cannot be done unless the hydraulic system has been de-pressurized. The system de-pressurizes automatically approximately 5 minutes after the ignition is switched off. It can also be de-pressurized by pushing or pulling Convertible Top Operation Switch E137 for approximately 5 seconds after the ignition has been switched off.

Closing the convertible top

Conditions:
- Parking brake applied
- All side windows lowered
- Ignition switched off
- Hydraulic system de-pressurized

The wheel bolt wrench from the vehicle tool kit is required for manual operation of the convertible top.

CAUTION
Be careful to prevent the top tensioning bow from striking the convertible top storage compartment cover if it is in the raised position when depressurizing the hydraulic system.

CAUTION
To reduce the risk of injury or damage to the vehicle, do not reach into the convertible top linkage or other moving parts during the emergency operating procedure.

First, the convertible top box lid must be unlocked. To do this:

- Open the trunk and fold down the right seat by pulling the lever in the direction of the arrow.
- Remove the wheel bolt wrench from the vehicle tool kit and close the trunk lid.

From inside the vehicle,

- Pull down the release loop (arrow) and unlock the convertible top box lid.
• Lift out the convertible top completely (in the direction of the arrow) by grabbing it from the front edge.

• Raise the convertible top tensioning strut until the convertible top box lid can be closed.

To prevent the convertible top box lid from closing involuntarily and causing injury or damage,

• Move the lid into the upright position (1) and hold it there.

• Push back the left and right knee hinges (arrow 2) until they hold the top in its fully open position.

• Push the covers on both sides of the vehicle in the direction of the arrow until they engage.

• Remove the trim cover and insert the wheel bolt wrench.

To open or disengage the catch hooks,

• Turn the box wrench clockwise as far as it will go and then remove it.

• Lift out the convertible top completely (in the direction of the arrow) by grabbing it from the front edge.

• Raise the convertible top tensioning strut until the convertible top box lid can be closed.
Note:
Two people should always perform this procedure to avoid the risk of injury or damage to the convertible top components.

- Release the convertible top box lid (1) by pulling the hinges forward and slowly lowering the lid until it closes.
- Lower the tensioning strut (2) until it rests on the convertible top box lid.

- Push the convertible top firmly into the windshield frame (arrow).

- Insert the wheel bolt wrench and turn it counter clockwise until the latch hooks are fully engage in the windshield frame.
- Remove the wrench and stow it in the vehicle tool kit.

Reference
Please refer to the Owner’s Manual for further information on emergency operation.
Data bus overview

The overview shows the information exchanged via data bus.

**Driver Side Rear Window Regulator Motor Control Module J1016**
- Side window closing ← I
- Lower side windows ← I
  (LIN users of door control units J386 and J387)

**Front Passenger Side Rear Window Regulator Motor Control Module J1017**

**Convertible Top Control Module J256**
- Locked and closed status of convertible top ← O
- Unlocked status of convertible top ← O
- Locked and open status of convertible top ← O
- Convertible top opening movement ← O
- Convertible top closing movement ← O
- Trunk lid release enabled/disabled ← O
- Side window closing → O
- Lower side windows ← O
- Display convertible top message in the DIS → O
- Comfort request via key ← O
- Speed signal → I
- Ambient temperature → I
- Convenience opening and closing request signal → I
- Sleep window readiness → I
- Rear window heater on/off status → I
- NO contact on/off status → I
- Terminal 15 status → I
- Enable convertible top operation ← I
- Trunk lid status → I
- Actual and nominal status of external vehicle locking → I

**Vehicle Electrical System Control Module J519 (= BCM_01)**
- Locked and closed status of convertible top ← I
- Locked and open status of convertible top ← I
- Convertible top in intermediate position ← I
- Trunk lid release enabled/disabled ← I
- Comfort request via key ← I
- Rear window heater on/off status → O
- NO contact on/off status → O
- Terminal 15 status → O
- Convenience opening and closing request signal → O
- Enable convertible top operation → O
- Actual and nominal status of external vehicle locking → O
- Trunk lid status → O
- Sleep mode readiness → O

**Climatronic Control Module J255**
- Locked and closed status of convertible top ← I
- Locked and open status of convertible top ← I
- Convertible top opening movement ← I
- Convertible top closing movement ← I

**Data Bus On Board Diagnostic Interface J533 (Gateway)**
- Locked and closed status of convertible top ← I
- Unlocked status of convertible top ← I
- Locked and open status of convertible top ← I
- Comfort request via key ← I
- Speed signal → O
- Sleep mode readiness → O

**Access/Start Authorization Control Module J518**
- Locked and closed status of convertible top ← I
- Convertible top opening movement ← I
- Convertible top closing movement ← I
- Comfort request via key ← I

**Key:**
- Yellow: Data bus in general
- Purple: LIN bus
- ← I: Receiving data (input)
- → O: Sending data (output)
Occupant protection

The A3 Cabriolet has the following occupant protection equipment:

- Airbag Control Module
- Driver and passenger front airbags
- Front side airbags (head/thorax airbag)
- Knee airbags
- Front airbag crash sensors
- Side impact sensors in the front doors
- Centrally located rear side impact sensor
- Front inertia reel safety belts with electric and pyrotechnic tensioners
- Safety belt warning for all seats
- Front passenger seat occupancy detection sensor
- Rollover protection

Key for following page

E24  Driver Seat Belt Switch
E25  Front Passenger Seat Belt Switch
E258  Driver Side Rear Seat Belt Switch
E259  Passenger Side rear Seat Belt Switch

G452  Front Passenger Seat Occupant Sensor
G179  Driver Side Airbag Crash Sensor
G180  Front Passenger Side Airbag Crash Sensor
G256  Centrally located Rear Side Airbag Crash Sensor
G283  Driver Front Airbag Crash Sensor
G284  Passenger Side Front Airbag CrashSensor
G551  Driver Belt Force Limiter
G552  Front Passenger Belt Force Limiter
G553  Driver Seat Position Sensor
G554  Passenger Seat Position Sensor

J234  Airbag Control Module
J285  Instrument Cluster Control Module
J533  Data Bus On Board Diagnostic Interface
J706  Passenger Occupant Detection System Control Module
J854  Left Front Seat Belt Tensioner Control Module
J855  Right Front Seat Belt Tensioner Control Module

K19  Seat Belt Indicator Lamp
K75  Airbag Indicator Lamp
K145  Front Passenger Airbag Disabled Indicator Lamp

N95  Driver Airbag Igniter
N131  Front Passenger Airbag Igniter 1
N132  Front Passenger Airbag Igniter 2
N153  Driver Seat Belt Tensioner Igniter 1
N154  Front Passenger Seat Belt Tensioner Igniter 1
N199  Driver Thorax Airbag Igniter
N200  Front Passenger Thorax Airbag Igniter
N295  Driver Knee Airbag Igniter
N296  Front Passenger Knee Airbag Igniter
N297  Driver’s Seat Belt Tensioner Igniter 2
N298  Front Passenger Seat Belt Igniter 2
N646  Driver Side Rollover Protection Igniter
N647  Front Passenger Side Rollover Protection Igniter
T16  Data Link Connector

- Powertrain CAN bus
- Convenience CAN bus
- Diagnostics CAN bus
- Input signal
- Output signal
Side airbag

The front driver and passenger side airbags are designed as head thorax airbags. They are designed to protect the body and head of the front occupant.

By integrating the side airbags in the front seat backrests, the occupant is optimally positioned relative to the front occupants irrespective of their seating adjustment.

The side airbags are activated by Airbag Control Module J234. The signal first ignites the priming charge which in turn ignites the solid propellant.

The gases expelled during the combustion of the propellant charge flow through the outlet orifices via the filter into the airbag which unfolds and fully inflates. The seal between the outlet orifices protects the pyrotechnic material from moisture and is destroyed by the heat generated.
Electrical wiring harness for side airbag

The electrical wiring harness for the front side airbags can now be replaced without replacing the complete airbag module if it is damaged.

This is because the ground wire used to protect the pyrotechnic devices from static connects directly to the airbag module. When connected, the ground wire connects the gas generator housing to the vehicle body.

Driver Side Rear Side Airbag Crash Sensor G256

G256 is a capacitive acceleration sensor. Although it is designated as being for the driver’s side rear, it is installed at the center of the back seat area.

If G256 senses a side impact, it sends its signal to Airbag Control Module J234. The ‘Y’ sensor in the Airbag Control Module performs a plausibility check.

If a deployable impact is detected, the Airbag Control Module deploys the safety belt tensioners.

Driver Side Rear Side Airbag Crash Sensor G256
Rollover protection

The A3 Cabriolet is equipped with a rollover protection system. Together with the strength of the body and rigid A-pillars, a protective area is created for the occupants during a rollover accident.

An additional sensor detects an imminent rollover and deploys the protection system. The sensor is located in Airbag Control Module J234 and cannot be replaced separately. If an imminent rollover is detected, the protection system is deployed and the pyrotechnic safety belt tensioners are ignited.

In all crash events in which the airbags and/or safety belt tensioners are ignited, the rollover protection deploys as a precautionary measure. If no rollover occurs in the course of the event, the system can be reset.
The rollover protection system on the A3 Cabriolet consists of two cassettes that hold the protective roll bars and other components. Different cassettes are used for the driver and passenger side of the vehicle. The cassettes must be installed on the correct side of the vehicle.

Cassettes with protective roll bars

The retractable protective roll bars are pre-loaded by a spring. The bar is held in its lowered position by the U bar of the rollover protection trigger. When the trigger is energized by Airbag Control Module J234, it releases the U bar and the bar deploys upward in approximately 130 milliseconds.

When the protective roll bar reaches its fully extended position, a pawl engages the ratchet rail and locks the bar in position.

Driver Side Rollover Protection Igniter N646 and Front Passenger Side Rollover Protection Igniter N647

The correct installation direction of each cassette is indicated by a stamped arrow. A specific tightening sequence must be followed when they are installed.
When the convertible top is open, the protective roll bar travels approximately 12.5 in (320 mm) when it is deployed. When the convertible top is closed, the travel of the bar is limited and it deploys approximately 7.4 in (190 mm). This helps minimize damage to the convertible top.
Pulling the release lever 1 pulls the pawl 2 out of the ratchet rail 3 and releases the bar. The rollover protection system can be reset by pushing back the bar 4 at the same time (the U bar must lock into place).

Diagnostics

N646 and N647 are monitored by Airbag Control Module J234. The Airbag Control Module records each deployment of the rollover protection system. The protection system can be tested by deploying through an Output check diagnosis using the VAS Scan Tool.

The number of deployments is limited and can be read from the MVBs. Once 127 deployments have been recorded, a DTC (rollover protection system faulty) is registered by J234 and the cassettes have to be replaced.

Therefore, unnecessary deployments should be avoided. Please consult the maintenance schedule to determine when a check of the system should be performed.

Reference

For further information about the rollover protection system, refer to the Electronics Service Information, Guided Fault Finding and the maintenance schedule.
Engines
1.8L and 2.0L TFSI engines

Technical feature overview

Cylinder head with Integrated Exhaust Manifold (IEM)

2.0L TFSI engine shown. The 1.8L TFSI engine does not have continuously adjustable exhaust camshaft timing.

Optimized thermal management

Engine Temperature Control Actuator N493
Both the 1.8L TFSI and 2.0L TFSI engines for the North American market will only have the FSI injection system. The dual injection may be introduced at a later date.

Reference
For detailed information about the 1.8L and 2.0L TFSI engines, please see eSelf-Study Program 920243, Third generation Audi 1.8L and 2.0L engines from the EA888 model family.
Engine/transmission combinations

1.8l TFSI engine

2.0l TFSI engine
Overall concept

By using key suspension components from the 2015 A3 sedan, special emphasis was placed on lightweight design as part of the Audi Ultra Strategy. Some suspension components are made from aluminum.

The front and rear axle carriers are connected to the car body by additional cross pieces. This provides a high level of vehicle rigidity and reduction of vibration.
Continental ESC MK100
second generation tire pressure
monitoring system

Three-spoke sports wheel in various
versions as options

17” wheels standard, 18” and 19”
optional on some models

15” or 16” inch brakes
standard

15” rear wheel brakes with
electro-mechanical parking brake
(EPB)

ACC is optional

Electro-mechanical steering
with Servotronic function as
standard

MacPherson strut front axle in
combination with aluminum sub
frame and steering knuckle.

Tandem master brake cylinder with
single 10” or 11” brake servo

Four-link rear axle for front
wheel drive and quattro drive

Reference
For detailed information about the design and function of the electro-mechanical steering system, refer to eSelf-Study Program 960143, The 2015 Audi A3 Running Gear and Suspension System.
Electrical system

Installation locations of control modules

Some of the control modules shown in the overview may be optional or country specific and not available in the North American market. Refer to the current service literature for details of control module positions, as well as instructions for installation and removal.

Key:

E380 Multimedia System Control Head
J104 ABS/ESP Control Module
J234 Airbag Control Module
J250 ECD Control Module (electronically controlled damping)
J255 Climatronic Control Module
J256 Convertible Top Operation Control Module
J285 Instrument Cluster Control Module
J386 Driver Door Control Module
J387 Passenger Door Control Module
J428 Distance Regulation Control Module
J492 All Wheel Drive Control Module
J500 Power Steering Control Module
J518 Access/Start Authorization Control Module
J519 Vehicle Electrical System Control Module 1
J525 Digital Sound System Control Module
J527 Steering Column Electronics Control Module
J533 Data Bus On Board Diagnostic Interface (Gateway)
J527 Steering Column Electronics Control Module
J623  Engine Control Module
J667  Left Headlamp Power Output Stage
J668  Right Headlamp Power Output Stage
J685  Front Information Display Control Head
J745  Cornering Lamp and Headlamp Range Control Module
J764  Electronic Steering Column Lock Control Module
J769  Lane Change Assistance Control Module
J770  Lane Change Assistance Control Module 2
J772  Rear View Camera System Control Module
J791  Parallel Parking Assistance Control Module
J794  Information Electronics Control Module 1
J1016 Rear Driver Side Window Control Module
J1017 Rear Passenger Side Window Control Module
R242  Driver Assistance Systems Front Camera
The topology shows all control modules with connectivity to the data bus system. Some of the control modules shown here are optional or country-specific equipment, or may be introduced at a later date.

For example: Cornering Light and Headlamp Range Control Module J745 is never installed in combination with Headlamp Range Control Module J431; only one or the other is installed.
The A3 Cabriolet will come with Climatronic dual-zone air conditioning as standard equipment.

The Climatronic system has a moisture and enthalpy* control system. The moisture control system is used to detect windshield fogging.

* Enthalpy is the heat content of a system at a constant pressure.
### Operation

#### Summary of main functions:

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<td><strong>Glove compartment cooling</strong></td>
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</table>
**Head area heating**

Head area heating is optional for the front seats of the A3 Cabriolet. Sport seats can also be ordered with head area heating as an option.

Head area heating via the air vents on the upper edge of the backrest provides warmth in the head, neck and shoulder areas of the driver and front passenger.

Head area heating can be switched on when the engine is running, even if the convertible top is open.

The front seats with head space heating have no air intakes. The air required for head space heating is aspirated from the entire seat.

To ensure that enough air flows to Head Area Heater Control Modules J846 and J847, neither the seat fabric nor the rear seat cover are hermetically sealed.

The head area heater system is switched on and off by switches integrated in Climatronic Control Module J255 just above the seat heater switches.

Three settings can be selected. When the system is on, its setting is indicated by LEDs.

The head area heater intensity level depends on the setting selected and on the position of the convertible top. If the convertible top is open, the heating output of the PTC element and the air flow rate are increased in each setting.

*Head area heating not available for North America at launch.*
The head area heating system has a maximum power consumption of approximately 20A per front seat module.

Climatronic Control Module J255 receives input from the heater switches and sends it to Vehicle Electrical System Control Module JS19 over the Convenience CAN. JS19 transmits the activated head area heater setting and convertible top open or closed position by LIN signal.

The Head Area Heater Control Modules then actuate the corresponding blower setting and the heating output of the PTC element.

Head Area Heater Control Modules J846 and J847 are identical and are may be installed on either the left or right seat by a pin coding assignment.

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**Diagram Symbols:**
- **HSH button, left**
- **HSH button, right**
- **J255 Climatronic Control Module**
- **JS19 Vehicle Electrical System Control Module**
- **J846 Left Head Area Heater Control Module**
- **J847 Right Head Area Heater Control Module**
- **SH1 Fuse 1 on fuse holder H**
- **SH2 Fuse 2 on fuse holder H**

* PIN coding wire
- **LIN**
- **Convenience CAN bus**
Infotainment

In response to the speed at which the development cycles for information and entertainment systems occur, the automotive industry has had to shorten its development cycles as well. Keeping up to date with the latest advances is a growing challenge for car makers.

To meet this challenge, the Volkswagen Group has introduced the Modular Infotainment Platform (MIB).

Central to the development of the MIB, Information Electronics Control Module 1 J794, has been re-designed as a modular component. The control module architecture allows the hardware to be easily and economically updated so that it always incorporates the latest technological advances.

An important component is the graphics processor made by market-leader Nvidia, with whom Audi enjoys a very successful business relationship. The latest Nvidia processors will continue to be used in Audi vehicles in the future. The new platform means that it will be possible to use the same central processing units (J794) across the entire Group. So, in the future it will be possible to run brand specific variants on four standardized hardware platforms.

Overview of versions

In the North American market, the following versions of the MIB will be available on the 2015 Audi A3:

- Standard MIB - MMI radio
- High-spec MIB
  - MMI navigation plus
  - MMI navigation plus with Audi connect

Reference

For more information about the infotainment systems of the 2015 A3, please see eSelf-Study Program 970143, Modular Infotainment Platform (MIB).
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<td>7.0” TFT color monitor with 800 x 480 pixel resolution</td>
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<td>Bang &amp; Olufsen Sound System (9VS)</td>
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</tbody>
</table>

1) The MMI Radio can only play back AAC files only if the optional Audi music interface is installed.
Optional Bang & Olufsen sound system

Surround sound is provided by 13 high-performance speakers including center speakers and, instead of a subwoofer, two special Kickbass speakers (R17/R15) each delivering 100W. The speakers are driven through an external 13-channel amplifier (Digital Sound System Control Module J525) with a total power output of 625W.

Key:
- **J525**  Digital Sound System Control Module
- **R14**  Left Rear Treble Speaker
- **R15**  Left Rear Bass Speaker
- **R16**  Right Rear Treble Speaker
- **R17**  Right Rear Bass Speaker
- **R20**  Left Front Treble Speaker
- **R21**  Left Front Bass Speaker
- **R22**  Right Front Treble Speaker
- **R23**  Right Front Bass Speaker
- **R103**  Left Front Mid-range Speaker
- **R104**  Right Front Mid-range Speaker
- **R105**  Left Mid-range Speaker
- **R106**  Right Mid-range Speaker
- **R208**  Center Speaker
Antenna system

To ensure optimal AM reception when the convertible top is open and closed, two antennas for AM reception are installed on the A3 Cabriolet.

The AM1 antenna is integrated in the right rear trim panel, while AM2 R11 is built into the convertible top.

When the convertible top is closed, the signals from the convertible top antenna and Antenna Amplifier R24 are combined to give better reception.

If the convertible top is open, only Antenna Amplifier R24 provides a signal.

Key:

- **R11** Antenna (AM2)
- **R24** Antenna Amplifier (AM1)
- **R50** GPS Antenna
- **R55** TV Antenna 1 (not for the North American market)
- **R56** TV Antenna 2 (not for the North American market)
- **R65** Telephone Antenna
- **R78** TV tuner (not for the North American market)
- **R82** TV Antenna Amplifier 1 (not for the North American Market)
- **R83** TV Antenna Amplifier 2 (not for the North American Market)
- **R111** Antenna Amplifier 2
- **R112** Antenna Amplifier 3
- **R172** Satellite Tuner Antenna
- **R183** Digital Radio Antenna
- **R205** GSM Antenna
- **R248** Radio Antenna
- **R267** GSM Antenna 2
Service

Service interval overview for North American region

Service recommendations can be viewed through the MMI.

- Oil change service
- Mileage based service events
- Time based service events

The first recommended oil change for A3 Cabriolets in the North American region is at 5000 mi (8000 km) or at one year from the date of delivery. An oil change and inspection service is recommended at 15,000 mi (24,000 km). Oil change service is recommended 10,000 mi (16,000 km) thereafter with. See the chart below.
Self Study Program

SSP 920243  
Audi 1.8L and 2.0L Third Generation EA888 Engines

SSP 970343  
The 2015 Audi A3 Vehicle Electronics and Drivers Assistance Systems

SSP 970143  
Modular Infotainment Platform (MIB)

SSP 960143  
The 2015 Audi A3 Running Gear and Suspension Systems

SSP 970243  
The 2015 Audi A3 Onboard Power Supply and Networking Systems

SSP 920143  
The Audi 2.0L Third Generation TDI Engine
Knowledge Assessment

An On-Line Knowledge Assessment (exam) is Available for this eSelf-Study Program. The Knowledge Assessment is required for Certification.

You can find this Knowledge Assessment at: www.accessaudi.com

From the accessaudi.com Homepage:

- Click on the “ACADEMY” tab
- Click on the “Academy site” link
- Click on the Course Catalog Search and select “960243b - 2015 A3 Cabriolet”

Please submit any questions or inquiries via the Academy CRC Online Support Form which is located under the “Support” tab or the “Contact Us” tab of the Academy CRC.

Thank you for reading this eSelf-Study Program and taking the assessment.