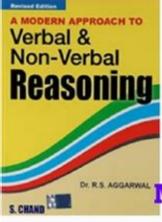


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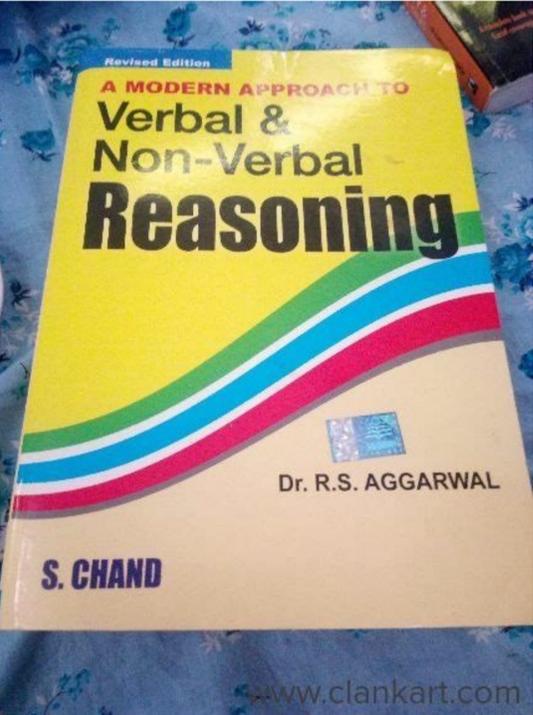


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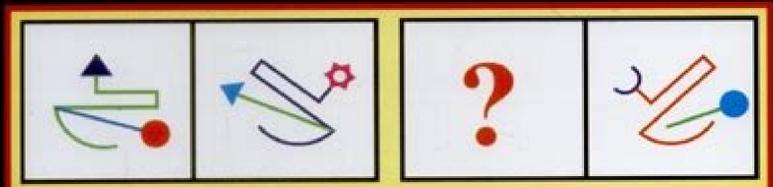
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PRABHAT - JAVED

Wireless headphones are a wonderful invention, but while they're no longer the heavy, battery-killing monstrosities they used to be, they still suffer from one pretty major problem: sound quality. Typical cordless cans broadcast using FM, which has a much lower resolution than CD, and background hiss and interference can also affect the sound. Sennheiser thinks it has the solution: Klear. Klear's chipsets are designed to transmit audio wirelessly at CD quality (44.1kHz, 16-bit), and Sennheiser's stuck a whole bunch of them in its RS 160, 170 and 180 headphones. We tested the cheapest of the three, the £140 RS 160s, and the difference between the Klear-powered set and traditional cordless headphones was dramatic. The RS 160s may only have a range of 20 metres, but within that area you get superb, crystal-clear sound without the slightest hint of the hissing and pulsing that affects FM models. Our only concern is the lack of low-end thump: if you're a gamer, a hip-hop fan or just like a lot of bass, you might find the RS 160s a little light in this department. Upgrade for less. Pricier models get a transmitter that doubles as a headphone stand, charger and docking station, but the RS 160s come with a simple disc-shaped job for charging the headphones' dual AAAs. It's not as pretty as the docking stations but it works just fine and you can expect around 24 hours of use between charges. The headphones are superbly comfortable even during long listening sessions, but we're not fans of the integrated volume controls: they're a little bit fiddly, even if you're not that fat-fingered. The RS 160s are very good, but if you're already looking for premium headphones, we'd recommend tracking down the 160s' big brother, the RS 170s. They deliver more bass, more volume, four times the range and include a smart-looking docking station, and despite their £180 RRP we're already seeing them available for below the £150 mark - which is less than some shops are charging for the RS 160s. Follow TechRadar Reviews on Twitter: [S BEST DEALS](#) Short for recommended standard-232C. A standard interface approved by the Electronic Industries Alliance (EIA) for connecting serial devices. In 1987, the EIA released a new version of the standard and changed the name to EIA-232-D. And in 1991, the EIA teamed up with Telecommunications Industry association (TIA) and issued a new version of the standard called EIA/TIA-232-E. Many people, however, still refer to the standard as RS-232C, or just RS-232. Almost all modems conform to the EIA-232 standard and most personal computers have an EIA-232 port for connecting a modem or other device. In addition to modems, many display screens, mice, and serial printers are designed to connect to a EIA-232 port. In EIA-232 parlance, the device that connects to the interface is called a Data Communications Equipment (DCE) and the device to which it connects (e.g., the computer) is called a Data Terminal Equipment (DTE). The EIA-232 standard supports two types of connectors - a 25-pin D-type connector (DB-25) and a 9-pin D-type connector (DB-9). The type of serial communications used by PCs requires only 9 pins so either type of connector will work equally well. Although EIA-232 is still the most common standard for serial communication, the EIA has recently defined successors to EIA-232 called RS-422 and RS-423. The new standards are backward compatible so that RS-232 devices can connect to an RS-422 port. The folks at Audi Sport are busy, and fortunately, many of the RS-badged vehicles they make will cross the ocean to North America. This year alone, Audi Sport is introducing six high-performance RS models, including two new nameplates, with a plan to double its performance vehicle sales by 2023. Per usual, the U.S. does not get them all. But the offerings are pretty tasty. Below is what we know about the various new vehicles Audi is bringing out and when and where we can expect them. After years of pleading, North America gets a sport wagon: the A6 Avant coming next year as a mild hybrid with a 48-volt system. The Avant is the top of the A6 line, which was originally for Europe only: the third generation was expanded for Asia and China, and the fourth generation becomes even more global with plans to sell it in Canada and the U.S. The latest model has a more aggressive look after complaints that the RS was getting too soft. Bringing it further upscale provides more differentiation from S models. Hildegard Wortmann of the Audi AG board of management (marketing and sales) has high expectations for the A6 Avant in the U.S. given its fan base and years of yearning. Product planner Filip Brabec, vice president of product management for Audi of America, says he thinks it will exceed Audi's sales projections but would not share the figure. And we are told there could be more Avants for the U.S. in the future. Even with our first Avant, all indications are we will still get an A6 Allroad. The final decision has not been announced, but top German executives, including Oliver Hoffmann, the managing director of Audi Sport and head of technical development, say the wagon is headed for the U.S. We expect confirmation soon, after the dance that had to occur involving the U.S. team presenting a viable business case with a price point and projected volumes. See all 46 photos Audi used the Frankfurt auto show for the world premiere of the sexy fastback RS 7, which goes on sale in Europe late this year and comes to the U.S. next year, likely in the spring. MotorTrend used its time in Germany to spend a day driving the RS 7, which has a wide body and is now a five-passenger hatchback with the power of a 4.0-liter twin-turbo V-8. Read the 2020 Audi RS 7 review here. The RS 7, another mild hybrid, arrives about a year and a half after the base A7, but in the future, Audi Sport wants to shorten the timeframe and get RS models out six months after a new model launches. It means less time to get any electronic bugs worked out, which presents a greater challenge for the engineering team. See all 46 photos Still to come: The U.S. might get the RS 3 when the next-generation compact sedan launches; executives are gauging reaction to the Q3 in this market first. Only Europe gets the RS Q3 Sportback, which launches this year and is one of the new nameplates. Audi will not make an RS Q5 or RS Q7 for any market. Resources are limited, and consumers can opt for the SQ5 and SQ7. The A3 will be all new and is coming to the U.S., likely in 2021, while the convertible is being discontinued for 2020. The A4 gets a refresh next year. Wortmann says Audi has no plans to stop selling small cars like the A3 in the U.S., even though some automakers are abandoning the segment. "There is still enough demand," she says. "We need to offer a broad choice." We also don't get the RS 4 Avant. Europeans will see the RS 4 get a midcycle refresh next year, and the next generation will be a plug-in hybrid, Hoffmann says. The RS 5 will also get a face-lift. See all 46 photos The R8 with its naturally aspirated V-10 remains the flagship and spirit of the portfolio, Hoffmann says. It just got a face-lift, and Audi is working on concepts for the next generation and deciding how much electrification to give it. No decisions have been made on the next generation, he says. It might even get a new name - again no decision, he tells us. In addition to the face-lift, expect some R8 derivatives to keep the flagship relevant. The future will have two definitions of sporty - raw V-10 power and electric power in the form of the E-Tron GT, which could become a future icon for the brand like the R8 and TT, Hoffmann says. Sports cars are key to Audi's DNA, Audi design chief Marc Lichte says. "There will always be sporty or sports cars, even with electrification." The big news is there will be a new nameplate: the RS Q8, which we expect to see at the Los Angeles Auto Show. German executives tell us they think the body shape lends itself well to a sporty version. It will have Audi's sport differential, anti-roll bar, and air suspension. Like most RS models, it will have the luscious-sounding 4.0-liter twin-turbo V-8. The Q5, Q5 Sportback, and Q7 are all slated for refreshes next year. The Q5 gets a plug-in next year and is expected to be the volume model. The A8 family includes an S8 for Europe this year, but no decisions have been made for a performance RS model. The A8 gets a first plug-in model later this year or early 2020, followed by the A7 PHEV in mid-2020. The A6 PHEV is for Europe only. In the U.S., customers will be steered toward the E-Tron. These little beauties are considered too small for the U.S. market. There are no plans to bring either here. See all 46 photos Dealers are now stocked with the E-Tron SUV, and there is more to come. We first saw the E-Tron Sportback concept in Shanghai in 2017. The production model should be shown soon (we expect at the L.A. Auto Show), and it is expected in U.S. showrooms late next year or in early 2021. The E-Tron GT pure EV will be shown next year, and production will begin in 2020. However, U.S. sales will likely not begin until 2021. The E-Tron GT uses the same 800-volt system as the Porsche Taycan. Many plug-in hybrids are in the works; a third of the lineup will have a PHEV available in the U.S. by 2025. The Q4 E-Tron compact crossover is expected in the U.S. in 2021. It uses the Volkswagen Group's MEB platform, which is spanning a family of small electric vehicles such as the VW ID 3 in Europe and an ID 4 expected for the U.S. See all 46 photos Image by Flickr.com, courtesy of doug wilson The Chevrolet Camaro is a sports coupe that has been manufactured since the 1960s. The "RS" designation has been used for a trim level or a model-year variant in each of the vehicle's generations. RS stands for Rally Sport, which originally was an appearance package available on the first- and second-generation Camaro. The Rally Sport appearance package on the first-generation Camaro consisted of headlights under retractable covers and assorted other trim details. The second-generation RS package had a split front bumper and unique grill, among other details. The third-generation Camaro RS originally was a V-6 powered model for California only but replaced the Sport Coupe model nationwide in 1989. The RS package for the fifth-generation Camaro included high-intensity discharge (HID) headlights, 20-inch wheels, unique tail lamps, and a rear spoiler as well as other trim changes. "RS" is a common automobile designation for specific trim or option levels or even models. For example, the Porsche 911 Carrera RS (for Race Sport) was a special lightweight performance model, and Ford uses "RS" for high-performance versions of its road cars.

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