



**Model Series, Innovation and Technology Communications**

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## **Audi S5 Coupé, S5 Sportback and S5 Cabriolet**

### **Audi S5 Coupé**

Combined fuel consumption in l/100 km: 7.7 – 7.5 (30.5 – 31.4 US mpg)

Combined CO<sub>2</sub> emissions in g/km: 174 – 170 (280.0 – 273.6 g/mi)

### **Audi S5 Sportback**

Combined fuel consumption in l/100 km: 7.7 – 7.5 (30.5 – 31.4 US mpg)

Combined CO<sub>2</sub> emissions in g/km: 174 – 170 (280.0 – 273.6 g/mi)

### **Audi S5 Cabriolet**

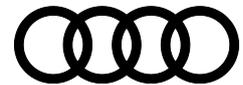
Combined fuel consumption in l/100 km: 8.0 – 7.9 (29.4 – 29.8 US mpg)

Combined CO<sub>2</sub> emissions in g/km: 181 – 179 (291.3 – 288.1 g/mi)

*(Figures vary depending on transmission/wheels/tires)*

**The Audi S5 combines emotive design with the performance of a sports car. Its turbocharged 3.0 TFSI engine, newly designed from the ground up, offers powerful performance: high output, hefty torque, spontaneous response and sonorous sound – all coupled with a high level of efficiency. The honed exterior design and the numerous S-specific details in the interior underscore its dynamic character.**

Audi offers the S5 in three body styles: Coupé, Sportback and Cabriolet. Power is provided by 2,995 cc, turbocharged V6 engine producing 260 kW (354 hp) – 15 kW (21 hp) more than the previous engine. The 3.0 TFSI delivers a constant 500 Nm (368.8 lb-ft) (plus 60 Nm [44.3 lb-ft]) of torque to the crankshaft from a low 1,370 all the way to 4,500 rpm. The S5 Coupé and the S5 Sportback sprint from 0 to 100 km/h (62.1 mph) in 4.7 seconds; the S5 Cabriolet takes 5.1 seconds. In the NEDC, the V6 engine in the S5 Coupé and S5 Sportback consumes just 7.5 liters per 100 kilometers (31.4 US mpg) – a CO<sub>2</sub> equivalent of 170 grams per kilometer (273.6 g/mi). In the S5 Cabriolet, these figures are 7.9 liters per 100 kilometers (29.8 US mpg) and 179 grams of CO<sub>2</sub> per kilometer (288.1 g/mi).



A fast and comfortably shifting eight-speed tiptronic handles the power transmission. Its lower gears feature short, sporty ratios, while the upper gears are long to reduce revs and fuel consumption. When the driver releases the accelerator pedal at a speed between 55 and 160 km/h (*34.2 and 99.4 mph*), the automatic transmission switches over to an efficient freewheeling mode.

The quattro permanent all-wheel drive makes a major contribution to the sporty handling. In normal driving, it distributes slightly more power to the rear wheels but, if necessary, the majority of the power can be directed to the axle with better traction. Wheel-selective torque control optimizes handling and stability in fast cornering with minimal brake interventions. The optional sport differential actively distributes torque between the rear wheels.

### **Suspension**

The Audi S5 features a newly developed S sport suspension with finely responsive single-tube shock absorbers and five-link suspensions at the front and rear. The axle principle enables optimal absorption of longitudinal and transverse forces. The Audi drive select handling system integrates what is referred to as adaptive CDC (continuous damping control) dampers along with the engine, steering, tiptronic and optional sport differential. This lets the driver control the characteristics of the engine and suspension over several modes.

### **Exterior**

The bumper, air inlets and side sills of the Audi S5 feature distinctive contours. The side air inlets have bold edges and honeycomb grilles as well as vertical bars evoking the blades of a racing car. At the front end, the S5 expresses its independence with additional sporty details, such as the S-specific radiator grille with double slats. Accents are provided by aluminum inserts. The exterior mirror housings are also finished in an aluminum look. The rear bumper integrates a distinctive diffuser with aluminum clasp, a black honeycomb grille and four tailpipes with chrome oval tips.

### **Interior and equipment**

The Audi MMI display greets the driver and passengers with an S5 logo as they enter. The same applies for the standard driver information system between the dial instruments and also to the optional Audi virtual cockpit. In the case of the latter, in addition to the two standard views, the driver can also select a sport mode in which the tachometer is front and center. The optional S sport seats have integrated head restraints, adjustable side bolsters and a pneumatic massage function. Fine Nappa leather in the colors black, rotor gray or magma red with diamond pattern, contrasting stitching and an S badge is the standard upholstery. The illuminated door sill strips, the three-spoke sport leather steering wheel with multifunction plus and the chrome clasp on the tiptronic selector lever also bear the S logo with a red rhombus. The S5 offers the same infotainment and driver assistance systems as the A5.