

Audi Sport GmbH product communications

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Audi RS 5 Coupé

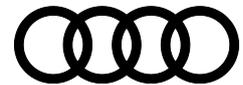
Combined fuel consumption in l/100 km: 8.7 (*27.0 US mpg*);

Combined CO₂ emissions in g/km: 197 (*317.0 g/mi*)

In the second generation of the Audi RS 5 Coupé, Audi Sport is presenting its first model to feature the current RS design idiom. The designers drew inspiration for the car from the distinctive motorsport details of the Audi 90 quattro IMSA GTO. Massive air inlets with the honeycomb structure typical of RS models characterize the front end of the car. The Singleframe radiator grille is much wider and flatter than in the base model. Additional air inlets and outlets are located next to the headlights and rear lights. Tinted bezels frame the optional Matrix LED headlights. quattro blisters on the flanks emphasize the pronounced bulges over the wheel arches, which have been widened by 15 millimeters (*0.6 in*). As standard, these house 19-inch forged aluminum wheels, with 20-inch wheels available as an option. A sporty conclusion to the vehicle is provided by the RS-specific diffuser insert, the oval tailpipes of the RS exhaust system and a surface-mounted spoiler lip. With a length of 4,723 millimeters (*15.5 ft*), the new RS 5 Coupé is 74 millimeters (*2.9 in*) longer than the previous model.

The 2.9 TFSI V6 bi-turbo engine, which Audi developed from the ground up, offers sharp increases in power and efficiency as well as an incomparably full-bodied RS sound. It delivers 331 kW (450 hp). And its peak torque of 600 Nm (*442.5 lb-ft*) – 170 Nm (*125.4 lb-ft*) more than the previous model – is available across a broad engine speed range from 1,900 to 5,000 rpm. The top model in the A5 family sprints from 0 to 100 km/h (*62.1 mph*) in 3.9 seconds and reaches a top speed of 250 km/h (*155.3 mph*) – with the optional RS dynamic package, it can even reach 280 km/h (*174.0 mph*).

Both turbochargers of the 2.9 TFSI unit are centrally positioned inside the V of the engine, and each of them supplies a single cylinder bank. The B-cycle combustion process with central direct injection represents a new level of efficiency within the RS family. In the NEDC, the V6 bi-turbo consumes just 8.7 liters of fuel per 100 kilometers (*27.0 US mpg*), which corresponds to 197 grams of CO₂ per kilometer (*317.0 g/mi*). This is an efficiency gain of 17 percent over the previous model. Another factor in the greater efficiency of the new RS 5 Coupé is its significantly lower weight. It weighs in at 1,655 kilograms (*3,648.7 lb*) without a driver – 60 kilograms (*132.3 lb*) less than previously. A carbon roof with visible fiber structure is also available as an option.



The bi-turbo's power flows through a sportily-tuned, eight-speed tiptronic transmission with optimized shift times and on to the quattro permanent all-wheel drive which features a self-locking central differential. The drive forces are asymmetrically distributed between the axles in the ratio of 40:60. Dynamic handling with optimum traction and the best-possible levels of safety are thus guaranteed. Audi Sport also offers an optional rear sport differential.

A revised five-link construction is used on the front axle. At the rear, a five-link suspension replaces the trapezoidal-link suspension used on the previous model. This benefits the sporty driving characteristics and agility. It also improves comfort significantly. With the standard RS sport suspension, the new RS 5 Coupé sits 7 millimeters (*0.3 in*) lower than the base model. As an alternative, Audi Sport also offers the RS sport suspension plus with Dynamic Ride Control (DRC), ceramic brakes and dynamic steering with RS-specific tuning. Drivers can make their personal driving experience more individual, dynamic or comfortable using the standard dynamic handling system Audi drive select.

Bathed in black, the interior is of an extremely high standard and sportily equipped. RS sport seats – optionally available in fine Nappa leather with honeycomb pattern – and the flat-bottomed RS multifunction sport leather steering wheel underscore the character of the high-performance Coupé in the interior as well. The steering wheel rim bears the RS badge, as do the front seat backrests and the shift gate. Special RS displays in the Audi virtual cockpit provide information on tire pressure, torque and g-forces. A shift light prompts the driver to upshift upon reaching the rev limit. The RS design package brings the sporty contrast color red into play on the center console as well as on the armrests, the seat belts and the floor mats with RS logo. The steering wheel, selector lever and knee pads are all covered with Alcantara. The Sonoma green design package from Audi exclusive enriches the interior with appropriately colored contrasting stitching – perfect for the new, exclusive exterior color.