



Communications Model Lines, Innovation and Technology

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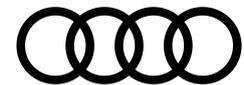
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PRESS INFORMATION

The Audi A5 Product Line with a New Look

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The equipment, data, and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.



Condensed Information

The Audi A5 is now more attractive than ever: elegance and dynamics

The Audi A5 Sportback, the A5 Coupé and the A5 Cabriolet now feature a new, tauter look and the cutting-edge MMI touch operating concept. Mild hybrid technology offers greater comfort while also reducing fuel consumption. In the updated Audi S5 Sportback (combined fuel consumption in l/100 km*: 6.2 – 6.1; combined CO₂ emissions in g/km*: 162 – 160) and S5 Coupé (combined fuel consumption in l/100 km: 6.2 – 6.1; combined CO₂ emissions in g/km: 161 – 160), a 3.0 TDI engine with electric powered compressor and 48-volt main electrical system provide for potent pulling power.

Sporty look: the exterior design

Elements of the new design language from the full-size class characterize the sporty aesthetics of the updated Audi A5. Even the first generation from 2007 fascinated with its sporty and harmonious body line. The second generation from 2016 added new, sharper accents. Now Audi has significantly revised the exterior, with the front end, in particular, exuding an even more powerful resolve. The Singleframe with the honeycomb grille is flatter and somewhat wider. Ventilation slits above the grille are reminiscent of the classic Audi Sport quattro from 1984. A bold blade forms the lower edge of the bumper, which features larger air inlets. A new sill provides for a slimmer appearance when viewed from the side; a diffuser insert with trapezoidal tailpipes makes the back of the car look wider.

All body and engine variants in the A5 product line roll off the assembly line with LED headlights as standard equipment. Audi offers Matrix LED headlights with LED rear lights featuring dynamic turn signals as an optional upgrade. Customers opting for the top end get Matrix LED headlights including Audi laser light, LED rear lights with dynamic turn signals and dynamic light sequencing. The equipment line concept is also new. Besides the basic variant, the exterior is now available in two optional lines: advanced and S line. The S models and the A5 Cabriolet also come with their own unique look. The exterior lines are now freely combinable with the S line and design selection interior packages. Customers can choose from 12 paint finishes, including the new shade district green, metallic.

Horizontal lines dominate the interior of the A5 models. That large MMI touch display, the control center of the new operating system, is the focal point of the instrument panel and angled slightly toward the driver. The multicolor contour/ambient lighting package adds highlights in the dark. It is standard with the design selection equipment line.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Groundbreaking: connectivity

With its new MMI touch system, the highly connected Audi A5 offers a user experience similar to a contemporary smartphone. A 10.1-inch touch display with acoustic feedback replaces the rotary pushbutton used in previous models. The graphics are clean and reduced; the menu structure reflects the expectations of the user. The MMI search is based on free text input and returns relevant hits very rapidly. Natural-language voice control understands many formulations from everyday speech. The top of the line is the MMI navigation plus infotainment control center.

New functions also make navigation intelligent and intuitive. For example, it suggests routes based on routes previously driven. Audi connect and Audi connect plus comprise a multitude of online services, including online traffic sign and hazard information, on-street parking and the Car-to-X service traffic light information, which Audi launched in Ingolstadt this July. It connects the car to the city's central computer that controls the traffic lights. The myAudi app connects the car with the customer's smartphone. The standard personalization allows the creation of as many as seven different user profiles for storing personal settings and preferences. The optional digital Audi connect key turns a compatible Android smartphone into a vehicle key that can unlock the doors and start the engine.

The updated Audi A5 uses a new main unit with increased computing power – the third-generation modular infotainment platform (MIB 3). It works together with equally new Communication box, which handles such things as telephony and the Audi connect services. The Audi A5 comes standard with a Wi-Fi hotspot. The driver controls the full-HD, 12.3-inch display (1,920 x 720 pixels) of the Audi virtual cockpit plus via the multifunction steering wheel and can choose between three views. This is complemented by a head-up display that projects important information into the driver's direct field of view.

With functions on demand, the customer will be able to functions at any time after purchasing their car using the myAudi app. The Audi phone box and the Bang & Olufsen Premium Sound System with 3D sound round out the range in the Audi A5.

Audi offers numerous driver assist systems for the updated A5 models, several of them as standard equipment. In Germany, the optional systems have been bundled into the "Drive" and "Park" packages.

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Powerful, sophisticated, efficient: the drive system

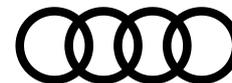
Eight engine variants of the updated Audi A5 models are available in Europe. The palette comprises five TDI and three TFSI engines. Outputs range from 120 kW (163 hp) to 260 kW (354 hp) (combined fuel consumption in l/100 km: 8.9 – 3.7; combined CO₂ emissions in g/km: 203 – 98). This includes the S models with their powerful V6 engines. The engines satisfy the limits of the Euro 6d-temp emissions standard.

At market introduction, four A5 engine variants will be equipped with a mild hybrid system (MHEV). A belt alternator starter, which is connected to the crankshaft, recovers energy during deceleration and stores this in a compact lithium-ion battery. With the four-cylinder engines, the MHEV system is integrated into the 12-volt electrical system and into a new 48-volt main electrical system in the S TDI models. With the S5 TDI, for example, Audi measurements show that this electrification can reduce fuel consumption in everyday operation by up to 0.4 liters per 100 kilometers by means of recuperation or shutting down the engine when the driver lifts off of the accelerator. The start-stop range begins at an unusually high speed; restarts are fast and smooth.

All A5 models are equipped with an automatic transmission, either a seven-speed S tronic or an eight-speed tiptronic. quattro drive is available as an option for the mid-range engine variants and comes standard with the three most powerful ones. The V6 TDI with 210 kW (286 hp) and the S models can be ordered with the sport differential, which actively distributes torque between the rear wheels during fast cornering.

Cultivated sportiness: the suspension

The suspension harmonizes perfectly with the cultivated sportiness that all A5 models convey. The standard tuning is sporty, yet comfortable. A tauter sport suspension and a suspension with controlled damping are available as options. The latter as well as the steering, automatic transmission and engine management are integrated into the Audi drive select dynamic handling system, which comes as standard in all models with at least 140 kW. Drivers can choose between five Audi drive select profiles to determine how these components work together. Mounted behind the large wheels – up to 20 inches in diameter – are powerful brakes.



Hefty torque: the Audi S5 TDI

700 Nm (*516.3 lb-ft*) of torque and output of 255 kW (347 hp) – the updated Audi S5 Sportback (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 162 – 160*) and S5 Coupé (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 161 – 160*) have a V6 diesel engine under the hood in European markets. The 3.0 TDI offers brawny pulling power, cultivated smoothness and long range, thanks in part to its MHEV system and the electric powered compressor, which supports the turbocharger. Both S TDI models accelerate from 0 to 100 km/h (*62.1 mph*) in under 5 seconds. The electronically limited top speed of 250 km/h (*155.3 mph*) is just a formality.

An eight-speed tiptronic and permanent quattro all-wheel drive transfer the power in the S5 Sportback and S5 Coupé. A taut S sport suspension is standard; damper control is optional. Inside and out, a host of design details point to the unique position of the S TDI models – from the four round exhaust tailpipes to the S mode in the optional Audi virtual cockpit.

Audi offers the S5 Coupé and the S5 Sportback with the 3.0-liter TFSI in markets outside Europe. The turbocharged gasoline direct injection engine has an output of 260 kW (354 hp) and produces a hefty torque of 500 Nm (*368.8 lb-ft*) from 1,370 to 4,500 rpm. The V6 propels the S5 Coupé TFSI from 0 to 100 km/h (*62.1 mph*) in 4.7 seconds and up to an electronically governed top speed of 250 km/h (*155.3 mph*). The standard sprint takes two tenths of a second longer in the S5 Sportback TFSI.

Open-air driving: the Audi A5 Cabriolet and the S5 Cabriolet

Like every open-top Audi, the A5 Cabriolet has a classic fabric top. It is an acoustic hood and opens fully automatically in 15 seconds at speeds of up to 50 km/h (*31.1 mph*). Targeted reinforcements provide for a highly rigid body. With the top up, the luggage compartment of the four-seater has a volume of 370 liters (*13.1 cu-ft*); the split rear seatbacks can be folded forward. The updated A5 Cabriolet will be available with a choice of six engines at launch: the three TDI models with 120 kW (163 hp) (combined fuel consumption in l/100 km: 4.5 – 4.0; combined CO₂ emissions in g/km: 118 – 106), 140 kW (190 hp) (combined fuel consumption in l/100 km: 5.4 – 4.5; combined CO₂ emissions in g/km: 143 – 118), and 210 kW (286 hp) (combined fuel consumption in l/100 km: 6.2 – 5.8; combined CO₂ emissions in g/km: 163 – 153), and two TFSI models with 140 kW (190 hp) (combined fuel consumption in l/100 km: 6.2 – 5.9; combined CO₂ emissions in g/km: 140 – 134), and 180 kW (245 hp) (combined fuel consumption in l/100 km: 7.0 – 6.6; combined CO₂ emissions in g/km: 160 – 150), and as the top-of-the-line engine variant the S5 Cabriolet with 260 kW (354 hp) (combined fuel consumption in l/100 km: 8.9 – 8.8; combined CO₂ emissions in g/km: 203 – 201) – all with automatic transmission.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The Audi S5 Cabriolet (combined fuel consumption in l/100 km: 8.9 – 8.8; combined CO₂ emissions in g/km: 203 – 201) is equipped with a turbocharged V6 gasoline engine. With an output of 260 kW (354 hp) and 500 Nm (*368.8 lb-ft*) of torque, the boosted 3.0 TFSI accelerates the open-top four-seater from 0 to 100 km/h (*62.1 mph*) in 5.1 seconds. An eight-speed tiptronic transfers the power here, too.

Exclusive offer: the special edition Audi A5 edition one

A special edition model will join the updated A5 product line at launch. The edition one is available for all Sportback and Coupé models having engines with at least 140 kW. The sport suspension comes as standard. The exterior design is based on the S line and features additional, eye-catching black elements such as a roof dome in brilliant black with the A5 Coupé. The paint finishes are quantum gray, Daytona gray, pearl effect and district green, metallic. For the interior, customers can choose between the design selection and S line interior packages. Exclusive details enhance both interiors.

Price and market launch: sales in Europe beginning fall 2019

The Audi A5 models and the S5 models with a TDI engine and sporty new look can be ordered in Europe from fall 2019. The models will be with dealers starting in early 2020. The base price in Germany for the A5 Coupé 40 TFSI with 12V MHEV and 140 kW is 42,900 euros (combined fuel consumption in l/100 km: 5.9 – 5.8; combined CO₂ emissions in g/km*: 136 – 131). The S5 Coupé (combined fuel consumption in l/100 km: 6.2 – 6.1; combined CO₂ emissions in g/km: 161 – 160) and S5 Sportback (combined fuel consumption in l/100 km*: 6.2 – 6.1; combined CO₂ emissions in g/km*: 162 – 160) start at 66,500 euros. The S5 Coupé comes standard with popular options from the Audi A5 Coupé valued at approximately 7,700 euros when compared with the A5 Coupé 45 TDI quattro tiptronic with 170 kW (231 hp) (combined fuel consumption in l/100 km* 5.4 – 5.1; combined CO₂ emissions in g/km*: 142 – 134). These include Matrix LED headlights with dynamic rear turn signals up front and in the rear, S sport suspension with tautly tuned suspension and damping, 18-inch wheels, power-adjustable front sport seats with Alcantara leather and S embossing, and sportily contoured bumpers.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Facts and Figures

The updated Audi A5 product line

Design

- Flatter and wider Singleframe grille with diamond pattern, larger air inlets, new side sills, rear with diffuser insert.
- Three body variants: A5 Sportback with four doors, A5 Coupé with two doors, A5 Cabriolet with lightweight, fully automatic cloth top.
- Headlights with LED technology, optionally Matrix LED technology (standard in S5), Matrix LED technology with or without Audi laser light
- Spacious interior design with new, freestanding 10.1-inch touchscreen
- New equipment lines for exterior and interior; new colors and materials
- At launch A5 Sportback and A5 Coupé available as exclusive edition one model

Connectivity

- New MMI touch operating concept as with a smartphone: clear structure, intuitive operation
- Infotainment with new MIB 3 main unit with high computing power and also the new Communication box
- Optionally with MMI navigation plus and Audi virtual cockpit plus with three views plus head-up display
- Optional navigation with intelligent functions, Audi connect services with new features such as traffic light information
- Personalization (e.g. user profiles) standard, with options including Audi connect key and additional hardware components such as the Audi phone box and Bang & Olufsen Premium Sound System with 3D sound
- Cutting-edge driver assist systems in the “Park” and “Drive” packages

Audi S5 TDI and S5 Cabriolet

- 3.0 TDI with 255 kW (347 hp) and 700 Nm (*516.3 lb-ft*) of torque for the Audi S5 Sportback (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 162 – 160*) and S5 Coupé (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 161 – 160*), mild hybrid system and electric powered compressor
- 3.0 TFSI with 260 kW (354 hp) for the Audi S5 Cabriolet (combined fuel consumption in l/100 km: 8.9 – 8.8; combined CO₂ emissions in g/km: 203 – 201*)

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Drive System and Suspension

- Eight turbocharged engines with outputs from 120 kW (163 hp) to 260 kW (354 hp): five TDI and three TFSI, including the S models
 - 35 TDI: 2.0 TDI 120 kW (163 hp) 12V, 380 Nm of torque (*280.3 lb-ft*), (combined fuel consumption in l/100 km: 4.5 – 3.7*; combined CO₂ emissions in g/km: 118 – 98*),
 - 40 TDI: 2.0 TDI 140 kW (190 hp), 400 Nm (*295.0 lb-ft*) of torque, (combined fuel consumption in l/100 km: 5.4 – 4.2*; combined CO₂ emissions in g/km: 143 – 109*),
 - 45 TDI: 3.0 TDI 170 kW (231 hp), 500 Nm (*368.8 lb-ft*) of torque (combined fuel consumption in l/100 km: 5.4 – 5.1*; combined CO₂ emissions in g/km: 143 – 134*),
 - 50 TDI: 3.0 TDI 210 kW (286 hp), 620 Nm (*457.3 lb-ft*) of torque, (combined fuel consumption in l/100 km: 6.2 – 5.6*; combined CO₂ emissions in g/km: 163 – 147*),
 - S5 TDI: 3.0 TDI 255 kW (347 hp) 48V, 700 Nm of torque (*516.3 lb-ft*), (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 162 – 160*),
 - 40 TFSI: 2.0 TFSI 140 kW (190 hp) 12V, 320 Nm of torque (*236.0 lb-ft*), (combined fuel consumption in l/100 km: 6.2 – 5.8*; combined CO₂ emissions in g/km: 140 – 131*),
 - 45 TFSI: 2.0 TFSI 180 kW (245 hp) 12V, 370 Nm (*272.9 lb-ft*) of torque. (combined fuel consumption in l/100 km: 7.0 – 6.3*; combined CO₂ emissions in g/km: 160 – 144*),
 - S5 Cabriolet: 3.0 TFSI 260 kW (354 hp), 500 Nm (*368.8 lb-ft*) of torque. (combined fuel consumption in l/100 km: 8.9 – 8.8*; combined CO₂ emissions in g/km: 203 – 201*).
- Four engine variants with mild hybrid system (12V and 48V) for lower consumption and greater comfort
- Power transmission via S tronic or tiptronic; quattro drive in most cases optional or standard; sport differential available for top engine variants
- Sporty, yet balanced suspension is standard, with sport suspension or suspension with damper control available as options
- Audi drive select dynamic handling system standard from 140 kW (190 hp), optional dynamic steering

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The Car in Detail

The Audi A5: New Look and New Technologies

Aesthetic design, electrified and well connected – Audi upgrades the A5. All variants – the Sportback, the Coupé and the Cabriolet – get the cutting-edge MMI touch operating concept. Mild hybrid technology offers greater comfort while also reducing fuel consumption. The Audi S5 Sportback and S5 Coupé are now equipped with a 3.0 TDI with 255 kW (347 hp) (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 162 – 160*). It offers a unique combination of brawny pulling power, high efficiency and long range.

The Design

More radiant than ever: the exterior

Sporty harmony and dynamic elegance – even the first-generation Audi A5 from 2007 impressed with a modern design. The second generation from 2016 featured a significantly tauter and honed look. The current update brings additional distinctive accents to the exterior.

The new look of the A5 is much sportier. The Singleframe gets a thicker frame and a honeycomb insert. The ventilation slits above the grille are reminiscent of an Audi icon, the Sport quattro from 1984. A bold blade forms the lower edge of the bumper, which features larger air inlets. Vertical bars divide the inlets into two zones. The air stream flows through the outer zone into the wheel arches, where it flows past the wheels with little swirl. A redesigned sill that tapers toward the middle makes the car appear slimmer when viewed from the side while also underscoring the highlighting of the wheels. The rear appears wider than before thanks to the new diffuser insert, which encloses the two trapezoidal exhaust tailpipes. A chrome strip above the insert extends over the entire width of the rear end.

New lines, new colors: attachments and paint finishes

The updated A5 family features new equipment lines. Customers have the choice of the basic version, advanced and S line for the exterior. These are freely combinable with not just the basic interior but also the design selection and S line interior packages. With the basic exterior, attachments are painted matt black. The elegant advanced exterior features aluminum silver and titanium black accents on the border of the Singleframe and air inlet frames, the blade at the front and the clasp above the diffuser insert. Upon request, Audi will supplement the advanced exterior with the black styling package and door handles with chrome inlays. The same packages are also available for the sporty S line exterior.

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The air inlets, in particular, accentuate the front end. Divided into three segments by thick, silver frames and filled with honeycomb grilles, they come across as independent geometric bodies. The border of the Singleframe is chrome, the insert titanium black. The bold blade is painted in the body color and accented with S line badges. Framed by a circumferential strip in matt aluminum silver and featuring a honeycomb strip, the diffuser insert is even more distinctive.

The Audi A5 Sportback and the Audi A5 Coupé are available in a choice of 12 colors. The solid paint finishes are brilliant black and ibis white; the metallic and pearl-effect choices are district green (new), floret silver, glacier white, Manhattan gray, Navarra blue, mythos black and tango red. The shades Daytona gray, quantum gray and turbo blue are reserved exclusively for the S line exterior package and the S models.

Top version with laser technology: the lighting design

The updated A5 offers a choice of three different headlights. Even the basic version uses almost all [LED technology](#), with the only exception being the turn signals. [Matrix LED headlights](#) are the first option. LEDs mounted behind a lens emit fully automatic high and low beams. The control unit, which works together with the onboard camera, can switch the individual LEDs on and off or dim them as necessary. The Matrix LED headlights always illuminate the road brightly without blinding other road users. They also feature a characteristic daytime running light signature and functions such as dynamic turn signals, turning light and cornering light.

The top-level option in the Audi A5 are Matrix LED headlights with Audi laser light. The lower segment includes the laser spot and a large, X-shaped metal aperture with an exposed blue light guide. The laser spot is activated at a speed of 70 km/h (43.5 mph) and further extends the range of the high beam, which already boasts particularly high performance. When the car is locked and unlocked, dynamic light sequencing plays in the headlights and rear lights: Coming Home and Leaving Home.

LED rear lights are also standard equipment in the Audi A5. Turn signals and taillights are located in the upper zone; the brake lights in the lower. The first optional upgrade includes dynamic turn signals. The high-end version adds the Coming Home and Leaving Home animations.



Lean and clean: the interior design

The interior design of the updated Audi A5 is spacious and generous. It is sharply focused on horizontal lines, exemplified by the wide band of air vents and the large application surface below it on the instrument panel. At its center is the standard [MMI touch](#) display, the control center of the new operating system. With a depth of only 13 millimeters (*0.5 in*), it is extremely slender. On the wide, asymmetrical center console, a storage compartment occupies the position of the previous MMI control terminal.

Audi offers four choices for the front seats. Besides the standard seats, there are sport seats or sport seats with ventilation. Topping the line are the S sport seats (only for the S line interior and S model). They offer a wide range of adjustments – power and pneumatic –, seat side bolsters, integrated head restraints, S embossing and a rhombus pattern. Another highlight of the S sport seats is the pneumatic massage function (optionally available for the standard and sport seats).

The steering wheels in the updated Audi A5 feature a three-spoke design and multifunction buttons (including in an extended plus version). Shift paddles for the automatic transmission are standard; heated and flat-bottomed rims round out the program.

Freshly selected: colors and materials

The palette of interior colors offers new shades and combinations. With the basic option and the design selection, the instrument panel can be divided into two color zones. There is a choice of black and granite gray for the dark, upper area and atlas beige, rock gray and black for the lighter, lower section. With the exception of granite gray, these colors are also available for the seat upholstery. Additional choices are okapi brown, cedar brown, manganese gray (new), rotor gray and magma red.

There is also a wider choice of upholstery materials. Cloth is standard. The design selection offers a leather/artificial leather combination with contrasting stitching. The S line interior package includes a combination of cloth and leather, likewise with contrasting stitching plus S embossing. Above that Audi offers the combination of leather and Alcantara for the basic option and the S line interior package. Fine Nappa leather upholstery, the top variant, is reserved for the two lines. The design selection offers additional features besides the seat upholstery. It adds contrasting stitching on the center console and the armrests (both trimmed with artificial leather). The door sill trims have aluminum strips and are illuminated. Edging lines the floor mats. Inlays are Aluminum Ellipse, gray supplemented with elements in black panel look, including a cover over the storage compartment in the center console. The contour/ambient lighting package adds highlights in the dark. Black and gray tones dominate throughout the S line, including the headlining. Pedals and the footrest are made of stainless steel, the inlays of matt brushed aluminum.

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Contrasting stitching adorns the steering wheel and floor mats; the illuminated door sill trims sport S logos. The decorative trim comes standard in the diamond paint finish, silver gray. Alternatively, there are embossed Aluminum Ellipse, gray or silver, matt brushed aluminum (for S line or S model), natural gray oak, walnut brown and exclusively for the S models carbon Atlas. The Audi exclusive range from Audi Sport includes additional upscale materials, such as piano black and carbon twill, a fabric that features a special weaving of the individual fibers. There are two alternatives to the standard interior lighting. The first is the ambient lighting package with standard white LEDs; the second is the contour/ambient lighting package (standard with the design selection). It can be set to one of several profiles and any of 30 colors in different zones. Narrow light guides in the door trims and knee pad radiate dramatic contour lighting.

Space concept and body

The A5 Sportback and A5 Coupé each grew in length by 24 millimeters (*0.9 in*) with the update and now measure 4,757 and 4,697 millimeters (*15.6 and 15.4 ft*), respectively. The A5 is unchanged with respect to width and height. The Sportback is 1,843 millimeters (*6.0 ft*) wide and the Coupé 1,846 millimeters (*6.1 ft*). For vehicle height, these figures are 1,398 millimeters (*4.6 ft*) and 1,371 millimeters (*4.5 ft*) for the A5 Sportback and A5 Coupé, respectively. Wheelbase is also unchanged at 2,824 millimeters (*9.3 ft*) for the A5 Sportback and 2,764 millimeters (*9.1 ft*) for the A5 Coupé. The Audi A5 Coupé has a luggage compartment volume of 450 liters (*15.9 cu ft*). In the Sportback, it is 465 liters (*16.4 cu ft*) – 1,280 liters (*45.2 cu ft*) with the rear seats folded down.

The Audi A5 is a lightweight car. With the entry-level TFSI, the Coupé (without driver) tips the scales at just 1,455 kg (*3,207.7 lb*). A structure of hot-formed steels, which combine extreme strength and low weight, forms the strong backbone of the passenger compartment. They are the foundation for the high rigidity of the body, the superior crash safety and the quiet interior free of intrusive noise. The updated A5 models are also excellent performers with respect to aeroacoustics and aerodynamics. The Coupé with the 2.0 TFSI has a cD value of just 0.27.

Price and market launch: sales in Europe beginning fall 2019

The Audi A5 models and the S5 models with a TDI engine and sporty new look can be ordered in Europe from fall 2019. The models will be with dealers starting in early 2020. The base price in Germany for the A5 Coupé 40 TFSI with 12V MHEV and 140 kW is 42,900 euros (combined fuel consumption in l/100 km*: 5.9 – 5.8; combined CO₂ emissions in g/km*: 136 – 131). The S5 Coupé (combined fuel consumption in l/100 km*: 6.2 – 6.1; combined CO₂ emissions in g/km*: 161 – 160) and S5 Sportback (combined fuel consumption in l/100 km*: 6.2 – 6.1; combined CO₂ emissions in g/km*: 162 – 160) start at 66,500 euros.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The S5 Coupé comes standard with popular options from the Audi A5 Coupé valued at approximately 7,700 euros when compared with the A5 Coupé 45 TDI quattro tiptronic with 170 kW (231 hp) (combined fuel consumption in l/100 km* 5.4 – 5.1; combined CO₂ emissions in g/km*: 142 – 134). These include Matrix LED headlights with dynamic rear turn signals up front and in the rear, S sport suspension with tautly tuned suspension and damping, 18-inch wheels, power-adjustable front sport seats with Alcantara leather and S embossing, and sportily contoured bumpers.

Connectivity

Touch rather than turn: the MMI touch operating concept

From operation to connectivity to driver assist systems: no matter how you look at it, the updated Audi A5 is a highly connected vehicle. Its MMI operating system offers a user experience similar to a contemporary smartphone and systematically advances the digitalization of the cockpit. The [MMI touch](#) technology now making its way to the product line is transporting Audi's quality standards into the digital age. Instead of the rotary pushbutton on the center tunnel console, operation is now via a large display with acoustic feedback. It is mounted in the center of the instrument panel and angled slightly toward the driver. It has a diagonal of 10.1 inches and a resolution of 1,540 x 720 pixels.

The MMI touch display is used to control the infotainment and some comfort functions as well as for text input by means of handwriting recognition or a virtual keyboard. Its graphic design is clean and reduced so that information can be understood particularly quickly. The lean menu structure and intelligent detailed solutions make operation very intuitive. Many features and icons are configured with long-touch functions, while swiping, scrolling and multifinger gestures are also supported. In addition to complete words, text input also registers letters that are written on top of each other. In selected contexts, the [MMI search](#) is based on free text input and returns results quickly.

Drivers can also operate the system using [natural-language voice control](#) rather than a finger. It understands many formulations from everyday speech and turns the car into an intelligent companion. The system asks questions, if necessary, allows corrections and additions, and offers selection options. In the dialog, the user can switch between different menu areas. For example, the user can call a contact from the phone book and then use the associated address as a navigation destination. With the optional MMI navigation plus, the voice control system not only uses data stored on board, but also knowledge from the cloud.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Instrument cluster: from DIS to the Audi virtual cockpit plus

A5 customers can choose from three versions of the instrument cluster. The driver information system (DIS) with physical instruments and a monochrome 5-inch display is standard. The first option here is a 7-inch, color DIS display. Audi offers the fully digital [Audi virtual cockpit plus](#) in conjunction with MMI navigation plus. The 12.3-inch display offers full HD resolution of 1,920 x 720 pixels. The driver can use the multifunction steering wheel to switch between three screens: the classic view, sport mode and dynamic mode, which shows speed and rpm in a particularly dynamic way.

Even more convenience: optional operating solutions

Operation of the Audi A5 can be adapted to a large extent to the individual preferences of the driver. The standard [personalization](#) feature enables the car to recognize up to seven users when they open the door using the remote control. Customers can store individual profiles, such as seat settings, using the digital myAudi identity created when registering with the app of the same name.

The Audi connect key is an optional function that makes it possible to unlock and lock the doors as well as start the engine using near field communication (NFC) on a compatible Android smartphone. A5 owners can assign up to five of these digital vehicle keys to themselves, colleagues, friends or family members via the myAudi app. An NFC-enabled card supplements the Audi connect key to provide a practical and secure solution for valet parking or in the event of a breakdown, for example.

A [head-up display](#) rounds out the operating concept. It projects important information onto the windshield in the driver's direct field of view. The image appears to be at a distance of 2.1 meters (*6.9 ft*) in front of them. Their eyes – accustomed to a long-range view – do not have to refocus to read it. New to the head-up display is the detailed map for navigation at junctions.

The technology behind the new operating system is based on MIB 3, the latest version of the [modular infotainment platform](#). It has 10 times the computing power of its MIB 2 predecessor. The MIB 3 works together with the likewise new Communication box mounted under the rear bench. It handles all connectivity tasks, both fast data transfer via LTE plus and telephony. In combination with the top infotainment system MMI navigation plus, it includes a [Wi-Fi hotspot](#) for the passengers' smartphones and tablets.



Helpful and versatile: infotainment and Audi connect

As in all Audi models, the infotainment program for the updated A5 is designed as a customer-friendly and flexible modular system. The MMI radio, which is operated via the 10.1-inch touch display, is standard. One level above this is MMI navigation plus. It is connected to the 7-inch DIS or the Audi virtual cockpit plus.

The navigation system is extremely versatile and user-friendly. The route is calculated online on servers operated by the service provider [HERE](#) using real-time data for the overall traffic situation. If the data connection is lost while on the move, the navigation system switches to on-board route guidance, which runs along in the background. The navigation map uses a new texture and includes detailed 3D models of many large cities. Maps can be updated at no cost four times per year for the life of the car.

MMI plus and MMI navigation plus bring the versatile online services from Audi connect and Audi connect plus to the car at no cost for a period of three years. These include navigation with Google Maps, traffic information online, online radio and hybrid radio, which automatically switches between FM broadcast, DAB+ and web stations. Another service is lane-precise navigation that enables extremely precise traffic and arrival time predictions.

The Audi connect portfolio also includes [Car-to-X](#) services, such as traffic sign and hazard information, that use the swarm intelligence of the Audi fleet. Another service, parking information, predicts the availability of on-street parking. Traffic light information shows the driver how fast to drive in order to reach the next traffic light while green. While at a red light, the driver sees the number of seconds remaining before it turns green. Audi launched this service in Ingolstadt in summer 2019. Additional European cities are to follow. The service has been available in the United States since 2016. Alone in the US capital Washington D.C., roughly 1,000 intersections are connected to the traffic light information service. The services [Audi connect emergency call and service](#) and [Audi connect remote and control](#) have been bundled into a separate package and are standard features on board the Audi A5. They comprise the Audi connect emergency call, online roadside assistance and Audi service request functions. The package also includes the convenient Audi connect remote and control services that allow certain functions, such as the remote control of the optional auxiliary heating or locking and unlocking the vehicle, to be performed using the [myAudi app](#) on a smartphone. The customer can use the app to access the brand's digital ecosystem and services such as myAudi navigation, which switches seamlessly from the smartphone to the car.



The A5 program includes various hardware modules for even greater connectivity. The Audi music interface with USB and Bluetooth connection is part of the standard MMI radio. The optional [Audi smartphone interface](#) brings Apple Car Play and Android Auto and thus the familiar smartphone environment to the vehicle. The [Audi phone box](#) connects the smartphone to the vehicle's antenna and can charge it inductively. Voice-over-LTE helps to connect faster and makes it possible to use high-speed data transfer and online voice telephony (HD Voice) at the same time.

There are two sound systems to choose from with the Audi A5: the Audi sound system and the Bang & Olufsen Premium Sound System with 3D sound in the front. The Coupé and the Sportback are equipped with 19 (including center sub) Bang & Olufsen speakers; the Cabriolet has 20 (including center sub and two subwoofers). Two of the top system's loudspeakers are in the A-pillars and another two are in the front doors. They reproduce the spatial dimension of height. The 16-channel amplifier has an output of 705 watts. Further options are DAB+ digital radio and two USB C ports in the rear that can also be used to charge and play media from external devices.

Greater convenience, greater safety: the driver assist systems

The updated Audi A5 models will launch with a wide range of driver assist systems available. Some of them, for instance [Audi pre sense city](#) and the speed limiter, are included as standard equipment. The optional systems are divided into the "Drive" and "Park" packages.

Drive System and Suspension

Five TDI engines and three TFSI; four four-cylinder and three V6 units: Audi equips the upgraded A5 with a wide range of engines. The lowest model designator on the back of the car is 35, the highest 50. The output range begins at 120 kW (163 hp) (combined fuel consumption in l/100 km: 4.5 – 3.7*; combined CO₂ emissions in g/km: 118 – 98*) and ends at 260 kW (354 hp) (combined fuel consumption in l/100 km: 8.9 – 8.8*; combined CO₂ emissions in g/km: 203 – 201*). All engines are characterized by their cultivation, power and efficiency, and they satisfy the Euro 6d-temp emissions standard.

At launch, four engine variants will use a [mild hybrid system](#) (MHEV) based on either a 12-volt or 48-volt electrical system. This increases comfort and reduces fuel consumption, thus helping to meet fleet targets. The MHEV system is installed in the Audi A5 35 TDI (combined fuel consumption in l/100 km: 4.5 – 3.7*; combined CO₂ emissions in g/km: 118 – 98*) and in the A5 40 TFSI (combined fuel consumption in l/100 km: 6.2 – 5.8*; combined CO₂ emissions in g/km: 140 – 131*) and S5 TDI (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 162 – 160*).

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Electrification: the MHEV system

The central component of the mild hybrid system is the belt alternator starter (BAS), which is connected to the crankshaft. When the A5 decelerates due to the driver taking their foot off the accelerator or light braking, the BAS can recover up to 5 kW of power and feed it into a separate lithium-ion battery with a rated capacity of 10 Ah in the rear of the car.

If the driver takes their foot off the accelerator between 55 and 160 km/h (*34.2 and 99.4 mph*), the Audi A5 can coast with the engine switched off and the lithium-ion battery then powers the electrical consumers. With all MHEV variants equipped with automatic transmissions, the start-stop range already begins at 22 km/h (*13.7 mph*) (15 km/h (*9.3 mph*)) with manual transmission. When the accelerator is depressed, the BAS restarts the engine quickly and smoothly. When stopped, this happens while the brake pedal is still depressed as soon as the vehicle in front begins to move. In real-world, everyday operation, the MHEV system can reduce fuel consumption by up to 0.3 liters per 100 kilometers according to Audi measurements.

From 120 to 140 kW: The 2.0 TDI

The 1,968 cc, four-cylinder TDI is available at two output levels in the upgraded A5 product line. In the Audi A5 35 TDI (combined fuel consumption in l/100 km: 4.5 – 3.7*; combined CO₂ emissions in g/km: 118 – 98*), the basic version at market launch in Germany produces 120 kW (163 hp) and 380 Nm (*280.3 lb ft*) of torque. The latter between 1,500 and 2,750 rpm. The second version of the diesel engine is used in the A5 40 TDI (combined fuel consumption in l/100 km: 5.4 – 4.2*; combined CO₂ emissions in g/km: 143 – 109*). It produces 140 kW (190 hp) and 400 Nm (*295.0 lb-ft*) of torque, the latter between 1,750 and 3,000 rpm.

The 2.0 TDI provides agile performance, regardless of the version. The Audi A5 Coupé 35 TDI (combined fuel consumption in l/100 km: 4.1 – 3.7*; combined CO₂ emissions in g/km: 107 – 98*), accelerates from 0 to 100 km/h (*62.1 mph*) in 8.2 seconds and reaches a top speed of 228 km/h (*141.7 mph*). The A5 Coupé 40 TDI quattro (combined fuel consumption in l/100 km: 5.2 – 4.8*; combined CO₂ emissions in g/km: 137 – 128*) completes the standard sprint in 7.4 seconds and reaches 235 km/h (*146.0 mph*).

The version with 120 kW (163 hp) is latest evolutionary stage of the 2.0 TDI. The crankcase is made of aluminum rather than gray cast iron, reducing its weight by 20 kilograms (*44.1 lb*). The crankshaft is 2.8 kilograms (*6.2 lb*) lighter than before; the forged-steel pistons are extremely strong and particularly low-friction. The thermal management system is even more variable, and with a high system pressure 2,200 bar, the common rail injection system atomizes the fuel particularly finely. This provides for efficient combustion and keeps raw emissions low. All three versions of the four-cylinder diesel have two balance shafts in the crankcase of all three to ensure smoothness.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Top-of-the-line diesel: the 3.0 TDI

The most powerful diesel, the 3.0 TDI displacing 2,967 cc, is available in two versions for the A5 Coupé and Sportback. The V6, which weighs only around 200 kilograms (*440.9 lb*), also features a large number of high-tech solutions, including highly sophisticated thermal management, greatly reduced friction and a turbocharger whose turbine geometry can be adjusted particularly quickly and precisely via an electric motor.

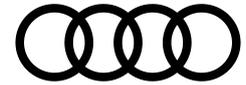
In the Audi A5 Coupé 45 TDI (combined fuel consumption in l/100 km: 5.4 – 5.1*; combined CO₂ emissions in g/km: 142 – 134*), the six-cylinder diesel engine puts out 170 kW (231 hp) and produces 500 Nm (*368.8 lb-ft*) of torque between 1,750 and 3,250 rpm. The result is a standard sprint of 6 seconds and an electronically governed top speed of 250 km/h (*155.3 mph*). In the top-of-the-line A5 Coupé 50 TDI (combined fuel consumption in l/100 km: 6.0 – 5.6*; combined CO₂ emissions in g/km: 158 – 147*), the 3.0 TDI produces a hefty 210 kW (286 hp) and 620 Nm (*457.3 lb-ft*) of torque (from 2,250 to 3,000 rpm). Performance is at a sports car level: 0 – 100 km/h (*62.1 mph*) in 5.2 seconds and a governed top speed of 250 km/h (*155.3 mph*).

From 140 to 180 kW: the 2.0 TFSI gasoline engine

The 2.0 TFSI, which displaces 1,984 cc, is available in the updated Audi A5 product line as a 40 TFSI (combined fuel consumption in l/100 km: 6.2 – 5.8*; combined CO₂ emissions in g/km: 140 – 131*) and as a 45 TFSI (combined fuel consumption in l/100 km: 7.0 – 6.3*; combined CO₂ emissions in g/km: 160 – 144*). The 40 TFSI version of the four-cylinder produces 140 kW (190 hp) and 320 Nm (*236.0 lb-ft*) of torque. The latter between 1,450 and 4,200 rpm. The Audi A5 Coupé 40 TFSI (combined fuel consumption in l/100 km: 5.9 – 5.8*; combined CO₂ emissions in g/km: 136 – 131*) sprints in 7.3 seconds from 0 to 100 km/h (*62.1 mph*); top speed is 241 km/h (*149.8 mph*). In the top-of-the-line Audi A5 45 TFSI quattro (combined fuel consumption in l/100 km: 7.0 – 6.3*; combined CO₂ emissions in g/km: 160 – 144*, the values are 180 kW (245 hp) and 370 Nm (*272.9 lb-ft*), which is available between 1,600 and 4,300 rpm.

The four-cylinder gasoline engine features numerous technical refinements. In the version with 140 kW (190 hp), these include an additional intake manifold injection, which complements the FSI direct injection in part load operation and reduces particulate emissions. The gasoline particulate filter captures the remainder. The Audi valvelift system (AVS) optimizes gas exchange by switching the stroke of the outlet valves between two levels. The thermal management system includes a rotating core module for controlling coolant flow and an exhaust manifold integrated into the cylinder head for greater efficiency.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The 2.0 TFSI with 140 kW (190 hp) uses an additional efficiency technology, the [B-cycle combustion process](#), which also involves the AVS. With its abbreviated compression stroke and long expansion stroke, it is designed specifically for part load operation – the most common operating mode. During moderate driving, the engine achieves the fuel efficiency a small displacement engine; during sporty driving, drivers experience the dynamic performance of a large engine.



Audi A5 35 TDI	Sportback	Coupé
Displacement in cc	1,968	1,968
Max. power output in kW (hp) at rpm	120 (163) 3,250 – 4,200	120 (163) 3,250 – 4,200
Max. torque in Nm (<i>lb-ft</i>) at rpm	380 (<i>280.3</i>) 1,500 – 2,750	380 (<i>280.3</i>) 1,500 – 2,750
Top speed in km/h (<i>mph</i>)	226 (<i>140.4</i>)	228 (<i>141.7</i>)
Acceleration 0 – 100 km/h (0 – <i>62.1 mph</i>) in s	8.4	8.2
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	4.1 – 3.7* (<i>57.4 – 63.6</i>)	4.1 – 3.7* (<i>57.4 – 63.6</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>)	108 – 98* (<i>173.8 – 157.7</i>)	107 – 98* (<i>172.2 – 157.7</i>)
Drive	Front-wheel drive	Front-wheel drive

Audi A5 40 TDI	Sportback	Coupé
Displacement in cc	1,968	1,968
Max. power output in kW (hp) at rpm	140 (190) 3,800 – 4,200	140 (190) 3,800 – 4,200
Max. torque in Nm (<i>lb-ft</i>) at rpm	400 (<i>295.0</i>) 1,750 – 3,000	400 (<i>295.0</i>) 1,750 – 3,000
Top speed in km/h (<i>mph</i>)	241 (<i>149.8</i>) (front) 235 (<i>146.0</i>) (quattro)	241 (<i>149.8</i>) (front) 235 (<i>146.0</i>) (quattro)
Acceleration 0 – 100 km/h (0 – <i>62.1 mph</i>) in s	7.9 (front) 7.6 (quattro)	7.7 (front) 7.4 (quattro)
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	4.5 – 4.2* (<i>52.3 – 56.0</i>) (front) 5.2 – 4.8* (<i>45.2 – 49.0</i>) (quattro)	4.5 – 4.2* (<i>52.3 – 56.0</i>) (front) 5.2 – 4.8* (<i>45.2 – 49.0</i>) (quattro)

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment



Combined CO ₂ emissions in g/km (<i>g/mi</i>)	119 – 109* (191.5 – 175.4) (front) 138 – 128* (222.1 – 206.0) (quattro)	118 – 109* (189.9 – 175.4) (front) 137 – 128* (220.5 – 206.0) (quattro)
Drive	Front-wheel drive, quattro option	Front-wheel drive, quattro option

Audi A5 45 TDI	Sportback	Coupé
Displacement in cc	2,967	2,967
Max. power output in kW (hp) at rpm	170 (231) 3,250 – 4,750	170 (231) 3,250 – 4,750
Max. torque in Nm (<i>lb-ft</i>) at rpm	500 (368.8) 1,750 – 3,250	500 (368.8) 1,750 – 3,250
Top speed in km/h (<i>mph</i>)	250 (155.3)	250 (155.3)
Acceleration 0 – 100 km/h (0 – 62.1 <i>mph</i>) in s	6.1	6
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	5.4 – 5.1* (43.6 – 46.1)	5.4 – 5.1* (43.6 – 46.1)
Combined CO ₂ emissions in g/km (<i>g/mi</i>)	143 – 134* (230.1 – 215.7)	142 – 134* (228.5 – 215.7)
Drive	quattro drive	quattro drive

Audi A5 40 TFSI	Sportback	Coupé
Displacement in cc	1,984	1,984
Max. power output in kW (hp) at rpm	140 (190) 4,200 – 6,000	140 (190) 4,200 – 6,000
Max. torque in Nm (<i>lb-ft</i>) at rpm	320 (236.0) 1,450 – 4,200	320 (236.0) 1,450 – 4,200
Top speed in km/h (<i>mph</i>)	241 (149.8)	241 (149.8)
Acceleration 0 – 100 km/h		

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment



<i>(0 - 62.1 mph) in s</i>	7.5	7.3
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	5.9 - 5.8* <i>(39.9 - 40.6)</i>	5.9 - 5.8* <i>(39.9 - 40.6)</i>
Combined CO ₂ emissions in g/km (<i>g/mi</i>)	137 - 131* <i>(220.5 - 210.8)</i>	136 - 131* <i>(218.9 - 210.8)</i>
Drive	Front-wheel drive	Front-wheel drive

* Figures depend on the tires/wheels used



S tronic or tiptronic: power transmission

[S tronic](#) or [tiptronic](#), front-wheel or [quattro drive](#): a wide range of powertrain options is available for the updated A5 family. Automatic transmission is standard at launch. Six of the eight engine variants have the seven-speed S tronic on board. The two V6 diesel models uses an eight-speed tiptronic.

Both the dual-clutch transmission and the automatic torque converter transmission offer the pinnacle of efficiency and comfort. There are integrated into the engine's thermal management system to warm the transmission fluid as quickly as possible following a cold start. Drivers can use the automatic modes D, S and E, or shift gears manually using the selector lever or the paddles on the steering wheel. In both cases, the commands are transmitted electrically (by wire). Both the S tronic and the tiptronic feature sporty ratios for the lower gears, while the upper gear ratios are long to reduce rpm and fuel consumption.

The two multi-plate clutches of the seven-speed S tronic are arranged axially one behind the other, which reduces drag torque. A centrifugal force pendulum on the dual-mass flywheel compensates for engine vibrations and enables very low rpm while driving. The dual-clutch transmission is designed for efficiency-enhancing operation with the MHEV system – i.e. for coasting, freewheeling and extended start-stop operation.

The eight-speed tiptronic is an automatic torque converter transmission that shifts quickly and smoothly. The layout of its gear sets and shifting elements provide for low drag torques and thus high efficiency. Thanks to an rpm-adaptive damper, the V6 TDI can be operated comfortably even at low speeds.

Two technologies: the quattro drive

In models with up to 140 kW (190 hp), the seven-speed S tronic sends the power to the front wheels. quattro all-wheel drive is available as an option with all by the entry-level TDI and TFSI, and is standard with the most powerful gasoline engine and the two V6 diesel units. It is configured differently depending the type of automatic transmission.

[quattro with ultra technology](#) is used in combination with the S tronic. With this all-wheel drive system, power to the rear wheels can be switched on or off imperceptibly as needed. The intelligent operating strategy works predictively, so all-wheel drive is always ready when needed. This allows for the efficiency of a front-wheel drive system in relaxed driving situations without sacrificing the dynamics of a quattro drive. quattro drive with ultra technology is highly efficient with no discernible differences compared with permanent systems in terms of traction and handling.



The eight-speed tiptronic is connected to the [quattro permanent all-wheel drive](#) that operates on a purely mechanical level. Designed as a planetary gear, its self-locking center differential sends 60 percent of engine torque to the rear axle and 40 percent to the front during normal driving. When necessary, as much as 85 percent flows to the rear and up to 70 percent to the front.

Both quattro drivetrains operate in conjunction with [wheel-selective torque control](#), a software feature of the Electronic Stabilization Control (ESC). During sporty driving, it perfects the handling by minimally braking the wheels on the inside of the curve, thus making the vehicle turn into the curve. The system is also included with engine variants having front-wheel drive, although then it only acts on the front wheels.

The V6 TDI with 210 kW (286 hp) is equipped with a [sport differential](#) featuring two electro-hydraulically controlled internal gears. It actively distributes the torque between the rear wheels during dynamic cornering. The sport differential literally pushes the car into the curve, nipping understeering in the bud. During sporty cornering, the sport differential ensures that steering commands are carried out precisely and stably, providing for outstanding agility.

The [electronic chassis platform \(ECP\)](#) controls the sport differential quickly and precisely. This central controller computes the ideal distribution of torque with respect to dynamic driving for the sport differential. The sport differential is integrated into the Audi drive select dynamic handling system. This allows the driver to experience a range of chassis settings in the vehicle.

Harmonious and balanced: the suspension

All A5 models roll on a sportily tuned standard suspension. It closely connects the body to the road without compromising comfort. It senses the asphalt with a precision that literally places the car in the driver's hand. Both the front and rear axles feature five links so that they can respond separately to the longitudinal and transverse forces. The links and the subframes are made largely of aluminum. All body and engine variants with 17-inch wheels have a track width of 1,587 millimeters (*5.2 ft*) at the front, and 1,568 millimeters (*5.1 ft*) at the rear.

[Dynamic steering](#) is available for all engine variants except the entry-level TDI. Depending on speed and the mode selected in the [Audi drive select](#) dynamic handling system, it uses a superposition gear to vary its ratio by as much as 100 percent. If necessary, lightning-fast, automatic steering inputs increase stability and driving safety. Audi offers two alternatives to the standard suspension: the sport suspension with tauter characteristics for springs and dampers and the [suspension with damper control](#). The latter is managed via the electronic chassis platform (ECP).

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The suspension with damper control, together with the steering, the optional dynamic steering, the automatic transmission, the throttle valve and additional systems, is integrated into the Audi drive select dynamic handling system (standard with 140 kW (190 hp) models and above). It enables the driver to specify the mode – comfort, auto, dynamic, efficiency and individual – in which these modules should operate. The efficiency mode is available only for engines with more than 300 Nm (*221.3 lb-ft*) of torque, while the MMI plus is a prerequisite for the individual profile.

Audi also updated the range of wheels as part of the product line update. On the German market, the A5 Sportback and A5 Coupé roll on 17-inch wheels with 225/50 tires. The advanced and S line exterior packages include 18-inch wheels. Audi also offer wheels up to 19 inches in diameter, and wheels up to 20 inches are available from Audi Sport. The 17- and 18-inch wheels come standard with tires featuring particularly low rolling resistance to further reduce fuel consumption. In this case top speed is electronically limited to 210 km/h (*130.5 mph*). A wide range of brakes is also used. Models with the top-of-the-range engines are stopped by lightweight, 17-inch aluminum fixed caliper brakes. The internally ventilated brake discs on the front axle measure up to 350 millimeters (*13.8 in*) in diameter. Audi offers red calipers as an option.



The Audi S5 TDI

The S TDI models in the A5 family are endurance athletes. For the first time, the Audi S5 Sportback (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 162 – 160*) and S5 Coupé (combined fuel consumption in l/100 km: 6.2 – 6.1*; combined CO₂ emissions in g/km: 161 – 160*) have a V6 diesel engine under the hood. The 3.0 TDI produces 255 kW (347 hp) of power and up to 700 Nm (*516.3 lb-ft*) of torque between 2,500 and 3,100 rpm. A mild hybrid system with a belt alternator starter (BAS) increases efficiency, while the [electric powered compressor \(EPC\)](#) ensures powerful off-the-line performance. This synergy of power, torque, spontaneity, efficiency and range is unique in the segment.

The 3.0 TDI: 700 Nm (*516.3 lb-ft*) of torque

The 3.0 TDI, the most powerful unit in the Audi V6 diesel lineup, produces 255 kW (347 hp) and delivers its maximum torque of 700 Nm (*516.3 lb-ft*) between 2,500 and 3,100 rpm. The V6 diesel engine accelerates the S5 Coupé TDI and the S5 Sportback from 0 to 100 km/h (*62.1 mph*) in 4.8 and 4.9 seconds, respectively. Top speed is electronically governed at 250 km/h (*155.3 mph*).

The three-liter diesel, which operates with very high ignition pressures of up to 205 bar, is a high-tech engine. Its common rail system injects fuel at a pressure of up to 2,500 bar for clean, precise combustion. Crankshaft, pistons, connecting rods and oil management are configured for the stringent demands. Sophisticated measures in the crankshaft and camshaft drive reduce friction. The oil cooler, the EPC, the BAS and the compressor case of the turbocharger are integrated into the coolant flow as needed.

The larger turbo generates up to 2.4 relative boost pressure, and its variable turbine geometry (VTG) is optimized for low-loss flow. The external low-pressure exhaust gas recirculation (EGR) system draws off the exhaust gas downstream of the particulate filter so that the full mass flow can power the turbocharger, significantly increasing its effectiveness. An oxidation catalyst, a diesel particulate filter with an SCR coating and a downstream ammonia slip catalyst scrub the exhaust of pollutants. The S TDI models are significantly below the limits of the Euro 6d-temp emissions standard.

EPC and MHEV: high-tech systems in the 48-volt main electrical system

The electric powered compressor and the mild hybrid system with which the 3.0 TDI works together are integrated into the standard 48-volt main electrical system. A lithium-ion battery with an energy capacity of 0.5 kWh installed under the luggage compartment floor serves as the energy center. A DC/DC converter connects the 12-volt electrical subsystem.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The electric powered compressor is mounted close to the engine in a bypass downstream of the intercooler. If the driver demands a lot of power but the energy available in the exhaust flow is low, the throttle valve closes the direct air pathway so that the intake air now flows into the EPC, where it is compressed again. A compact electric motor with an output of up to 7 kW spins the EPC's compressor wheel up to a maximum of 70,000 rpm in less than 250 milliseconds. Thanks to the support of the EPC, the power of the 3.0 TDI is available immediately when the driver needs it, whether starting off the line, accelerating at low rpm or changing loads. Off the line, the S TDI models quickly jump out to a lead of several meters over comparable vehicles.

The mild hybrid system in the S TDI models has the potential to reduce customer fuel consumption by as much as 0.4 liters per 100 kilometers. This is even more than with the MHEV system in A5 models with a four-cylinder engine, which is a 12-volt system. Connected to the crankshaft via a Poly-V belt, the belt alternator starter (BAS) is mounted on the end face of the engine. When the driver lifts off the accelerator, it can recover up to 4 kW of power (8 kW during light braking), which it sends as electricity to the 48-volt storage unit. The BAS interacts closely with the TDI engine, which in many situations can be operated more closely to its ideal load point as a result. This improves efficiency. If the driver lifts off the accelerator at a speed between 55 and 160 km/h (34.2 and 99.4 mph), the car can coast for up to 40 seconds with the engine shut off. The lithium-ion battery maintains the power supply. Based on information from the navigation system and the onboard sensors, the drive management system decides anew in every situation whether coasting, idling or recuperation is more efficient. As soon as the driver presses the accelerator pedal again after a coasting phase or a stop, the BAS restarts the TDI very smoothly and very quickly. Start-stop operation begins at a speed of 22 km/h (13.7 mph). When stopped, the engine restarts when the car in front starts to move, even if the brake is depressed.



Audi S5 TDI	Sportback	Coupé
Displacement in cc	2,967	2,967
Max. power output in kW (hp) at rpm	255 (347) 3,850	255 (347) 3,850
Max. torque in Nm (<i>lb-ft</i>) at rpm	700 (<i>516.3</i>) 2,500 – 3,100	700 (<i>516.3</i>) 2,500 – 3,100
Top speed in km/h (<i>mph</i>)	250 (<i>155.3</i>)	250 (<i>155.3</i>)
Acceleration 0 – 100 km/h (0 – <i>62.1 mph</i>) in s	4.9	4.8
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.2 – 6.1* (<i>37.9 – 38.6</i>)	6.2 – 6.1* (<i>37.9 – 38.6</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>)	162 – 160* (<i>260.7 – 257.5</i>)	161 – 160* (<i>259.1 – 257.5</i>)
Drive	quattro drive	quattro drive

* Figures depend on the tires/wheels used

Audi offers the S5 Coupé and the S5 Sportback with the 3.0-liter TFSI in markets outside Europe. The turbocharged gasoline direct injection engine has an output of 260 kW (354 hp) and produces a hefty torque of 500 Nm (*368.8 lb-ft*) from 1,370 to 4,500 rpm. The V6 engine propels the S5 Coupé TFSI from 0 to 100 km/h (*62.1 mph*) in 4.7 seconds and up to an electronically governed top speed of 250 km/h (*155.3 mph*). The standard sprint takes two tenths of a second longer in the S5 Sportback TFSI.

The eight-speed tiptronic, which in the S models transfers the engine's power, interacts perfectly with the MHEV technology thanks to an additional oil pump with an electric drive unit. This is responsible for lubrication when the car is coasting with the engine deactivated and the mechanical pump is stopped. It also generates the oil pressure necessary to engage the gear needed when the engine is restarted. In those phases in which the car is rolling with the engine idling, a clutch in the central transmission decouples the gear sets. This, too, contributes to efficiency.

As with all Audi S models, quattro drive – in this case with a mechanical center differential – is standard. It is supplemented with wheel-selective torque control. Audi offers the sport differential as an option. The sport differential actively distributes the torque between the rear wheels during dynamic cornering. It literally pushes the car into the curve, nipping understeer in the bud. During sporty cornering, the sport differential ensures that steering commands are carried out precisely and stably, providing for outstanding agility.

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment



The [electronic chassis platform \(ECP\)](#) controls the sport differential quickly and precisely. This central controller computes the ideal distribution of torque with respect to dynamic driving for the sport differential. The sport differential is integrated into the Audi drive select dynamic handling system. This allows the driver to experience a range of chassis settings in the vehicle.

Dynamics with high tech: the suspension technologies

The suspension technologies play large role in the dynamic character of the S5 models. The taut S sport suspension is standard equipment and complemented with S-specific damper control and dynamic steering. 18-inch wheels with 245/40 tires are standard. 19- and 20-inch wheels are available as options, the latter from Audi Sport. The ventilated brake discs on the front axle measure 375 millimeters (*14.8 in*) in diameter (350 millimeters (*13.8 in*) with the TFSI). The calipers (optionally available painted red rather than black) each have six pistons. Using the Audi drive select dynamic handling system, drivers can specify the mode in which key drive and suspension systems should operate. They can also activate a sound actuator here, which gives the V6 diesel a sonorous sound.

The design: sporty expression

The exterior of the S5 TDI models follows the new design language of the model family while setting individual accents. Thick clasps structure the large, honeycomb-filled air inlets; light glossy elements accentuate the Singleframe's grille. Viewed from the side, the silver exterior mirror housings are particularly eye-catching. Other S features include the subtle spoiler on the luggage compartment hatch and the four chrome-tipped tailpipes. The diffuser is finished in Dark Chrome matt and is enclosed on three sides by a chrome clasp. It includes a honeycomb grille, and ribs structure the lower zone. Paint finishes in Daytona gray, quantum gray and turbo blue are reserved for the S models (as well as the S line).

The interior of the S5 TDI models is bathed in cool black. The sport seats with S embossing are standard; S sport seats with integrated head restraints and a rhombus pattern are optionally available. The upholstery – optionally with contrasting stitching – is available in a leather/Alcantara combination, leather/artificial leather mono pur or in fine Nappa leather, either in red, rotor gray or magma red. The pedal caps and the footrest are stainless steel, the inlays matt brushed aluminum or optionally carbon Atlas.



The optional Audi virtual cockpit plus presents all displays in a specific look. The driver can switch between sport mode and S mode, where the tachometer takes center stage. If they run out the gears with the tiptronic in manual mode, a shift light indicates to the driver when to change gears. There are displays for the engine oil temperature, the boost pressure of the turbocharger and lap times at a racetrack.

From 66,500 euros: launch early 2020

The Audi S5 TDI models come with a comprehensive range of comfort and safety features, connectivity solutions and assist systems. The Audi S5 Sportback TDI and the Audi S5 Coupé TDI will arrive on the European market in early 2020. In Germany, they share a base price of 66,500 euros.



The Audi A5 Cabriolet and S5 Cabriolet

The design of the Audi A5 Cabriolet is based on the exterior of the A5 Coupé, both the elegant architecture and the new, sharp accents. The body, which like with the Coupé is now 4,697 millimeters (*15.4 ft*) long, is very rigid thanks to extensive reinforcements. Width is 1,846 millimeters (*6.1 ft*), height 1,384 millimeters (*4.5 ft*) and wheelbase 2,764 millimeters (*9.1 ft*).

Like every open Audi, the A5 Cabriolet has a classic, lightweight cloth top designed as an acoustic hood. With its three layers of fabric, it keeps interior noise extremely low. The top opens and closes fully automatically at the push of a button in 15 and 18 seconds, respectively, even when driving at speeds of up to 50 km/h (*31.1 mph*) if the rear seat is unoccupied. When open, the top is stowed in a movable tray that ensures a large luggage compartment is always available. It has a volume of 310 liters (*10.9 cu ft*) with top down, 370 liters (*13.1 cu ft*) with the top up. The split rear seat backs automatically fold forward when unlocked.

The rear seat of the updated Audi A5 Cabriolet accommodates two adults. In terms of the interior design, operating concept and connectivity, suspension and equipment, the open-top four-seater is based on its sister model with a fixed roof. A wind deflector is standard, with headroom heating available as an option. The top is available in red, gray, black and brown. The A5 Cabriolet 40 TFSI with 140 kW (combined fuel consumption in l/100 km: 6.2 – 5.9*; combined CO₂ emissions in g/km: 140 – 134*) will arrive at dealerships in early 2020 at a base price of 49,100 euros.

Choices: six engines

The updated A5 Cabriolet will be available with a choice of six engines at launch: the three TDI models with 120 kW (163 hp), 140 kW (190 hp) and 210 kW (286 hp), two TFSI models with 140 kW (190 hp) and 180 kW (245 hp), plus the top-of-the-line engine variant of the S5 Cabriolet with 260 kW (354 hp) – all with automatic transmission.

The Audi S5 Cabriolet is powered by a turbocharged V6 gasoline engine. With an output of 260 kW (354 hp) and 500 Nm (*368.8 lb-ft*) of torque, the boosted 3.0 TFSI accelerates the open-top four-seater from 0 to 100 km/h (*62.1 mph*) in 5.1 seconds. An eight-speed tiptronic transfers the power here, too.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



Audi A5 35 TDI	Cabriolet
Displacement in cc	1,968
Max. power output in kW (hp) at rpm	120 (163) 3,250 – 4,200
Max. torque in Nm (<i>lb-ft</i>) at rpm	380 (<i>280.3</i>) 1,500 – 2,750
Top speed in km/h (<i>mph</i>)	222
Acceleration 0 – 100 km/h (0 – <i>62.1 mph</i>) in s	9
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	4.5 – 4.0* (<i>52.3 – 58.8</i>)
Combined CO ₂ emissions in g/km (<i>g/mi</i>)	118 – 106* (<i>189.9 – 170.6</i>)
Drive	Front-wheel drive,

Audi A5 40 TDI	Cabriolet
Displacement in cc	1,968
Max. power output in kW (hp) at rpm	140 (190) 3,800 – 4,200
Max. torque in Nm (<i>lb-ft</i>) at rpm	400 (<i>295.0</i>) 1,750 – 3,000
Top speed in km/h (<i>mph</i>)	241 (<i>149.8</i>) (front) 233 (<i>144.8</i>) (quattro)
Acceleration 0 – 100 km/h (0 – <i>62.1 mph</i>) in s	8.4 (front) 8 (quattro)
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	4.9 – 4.5* (<i>48.0 – 52.3</i>) (front) 5.4 – 5.0* (<i>43.6 – 47.0</i>) (quattro)

* Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment



Combined CO ₂ emissions in g/km (<i>g/mi</i>)	128 – 118* (206.0 – 189.9) (front) 143 – 133* (230.1 – 214.0) (quattro)
Drive	Front-wheel drive, quattro option

Audi A5 40 TFSI	Cabriolet
Displacement in cc	1,984
Max. power output in kW (hp) at rpm	140 (190) 4,200 – 6,000
Max. torque in Nm (<i>lb-ft</i>) at rpm	320 (236.0) 1,450 – 4,200
Top speed in km/h (<i>mph</i>)	237 (147.3)
Acceleration 0 – 100 km/h (0 – 62.1 <i>mph</i>) in s	7.9
Fuel consumption (combined) in l/100 km (<i>US mpg</i>)	6.2 – 5.9* (37.9 – 39.9)
Combined CO ₂ emissions in g/km (<i>g/mi</i>)	140 – 134* (225.3 – 215.7)
Drive	Front-wheel drive

All most all engine variants of the A5 Cabriolet roll off the assembly line with a seven-speed S tronic. Only the diesel is paired with an eight-speed tiptronic. quattro drive is standard with the most powerful diesel and gasoline engines. Audi offers it as an option for the two four-cylinder TDI units.

Powerful gasoline V6: the Audi S5 Cabriolet

The Audi S5 Cabriolet, which will follow shortly after the launch of the updated A5 product line, is powered by a V6 gasoline engine. With an output of 260 kW (354 hp) and 500 Nm (368.8 *lb-ft*) of torque, the latter from 1,470 to 4,500 rpm, the turbocharged, 3.0 TFSI accelerates the open-top four-seater from 0 to 100 km/h (62.1 *mph*) in 5.1 seconds. Its sound is discrete and sonorous, never intrusive.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The V6 is packed with high tech. Its exhaust end lies inside the 90° vee, the short gas paths and the twin scroll charger, which prevents unwanted interactions between the gas columns, provide for spontaneous throttle response. The B-cycle combustion process, which is designed specifically for part load, makes the V6 gasoline engine particularly efficient. The power flows through an eight-speed tiptronic and the optional sport differential.

At just 172 kilograms (*379.2 lb*), the 3.0 TFSI is unusually light. Its aluminum crankcase features integrated, thin-walled cylinder liners of gray cast iron. The rings on the aluminum pistons reduce friction. Another efficiency element is thermal management with separate cooling loops for the crankcase and cylinder head. The exhaust manifold is integrated in the cylinder head, and coolant circulates around it which helps to heat up the engine quickly after a cold start.

Power transmission in the Audi S5 Cabriolet is via the combination of an eight-speed tiptronic and quattro permanent all-wheel drive. Rounding it out is wheel-selective torque control. Audi offers the optional sport differential, which actively distributes drive torque between the two wheels during spirited cornering to further enhance handling and stability.

A sportily tuned suspension is standard, with damper control available as an option. If present, it is integrated into the Audi drive select dynamic handling system. The powerful Cabriolet rolls standard on 18-inch wheels with 245/40 tires. 20-inch wheels are optional. On the front axle of the S5 Cabriolet are ventilated brake discs measuring 350 mm (*13.8 in*) in diameter. They are gripped by black (or optionally red) six-piston fixed calipers with S logos. Distinctive design details complete the dynamic appearance of the Audi S5 Cabriolet, whose interior exudes a subtle, sporty elegance.

The special edition Audi A5 edition one

A special edition model will accompany the market introduction of the updated Audi A5: the A5 edition one, available as a Sportback and Coupé. A choice of five engines will be available at market introduction: the 2.0 TDI with 140 kW (190 hp), the 3.0 TDI in two versions with 170 kW (231 hp) and 210 kW (286 hp), and the 2.0 TFSI with 140 kW (190 hp) and 180 kW (245 hp). The exterior design of the Audi A5 edition one is based on the S line equipment line and is rounded out with the black styling package. The color black also accentuates the four rings, the Singleframe, the front blade, the exterior mirror housings and the diffuser insert. With the Coupé, the roof and the spoiler borrowed from the S model are also painted black. The Sportback gets an even larger spoiler, which is likewise black. Small LEDs project the Audi rings onto the ground as you get into the car. 20-inch wheels in anthracite black, the sport suspension and red brake calipers (not for the entry-level gasoline model) round out the equipment list. Audi offers the edition model in the colors Daytona gray, pearl effect, district green, metallic and quantum gray. The design selection and S line packages are available for the interior.

** Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*



The design selection includes black or okapi brown sport seats in leather/artificial leather with contrasting stitching and piping. The inlays are made of matt brushed aluminum; some parts have a black panel look, including the cover of the storage compartment in the center console. The S line package features black or rotor gray sport seats with leather/Alcantara upholstery and contrasting stitching. S sport seats are available upon request, including in fine Nappa leather with a rhombus pattern. The inlay material is called Aluminum Ellipse dark. Inlays in carbon Atlas are available for both interior variants in models with quattro drive.



The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1, 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit www.audi.de/wltp.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tire formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

Fuel consumption and CO₂ emissions figures given in ranges depend on the tires/wheels used and chosen equipment level. Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the "Guide on the fuel economy, CO₂ emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern, Germany, or under www.dat.de.

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In 2019, the Audi Group delivered to customers about 1.845 million automobiles of the Audi brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.