



**Model Series, Innovation and Technology Communications**

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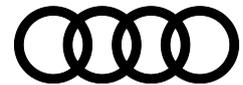
February, 2017

**PRODUCT INFORMATION**

## **The new Audi A5 and S5 Cabriolet**

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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 new Audi A5 and S5 Cabriolet – adding a touch of sporty elegance to spring**

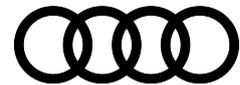
**The new Audi A5 Cabriolet\* completes the second generation of the A5 family. Up to four people can enjoy intense driving pleasure on board the open-top mid-sized model. In the Audi S5 Cabriolet\* a new six-cylinder turbocharged engine developing 354 hp and 500 Nm (368.8 lb-ft) of torque ensures top performance.**

The designers went with the precise, elegant lines of the Coupé for the shape of the new Audi A5 Cabriolet. The rear window is now flatter and emphasizes the sporty looks, as do the short overhangs and the long wraparound hood with power dome. With a length of 4,673 millimeters (184.0 in), the new A5 Cabriolet is 47 millimeters (1.9 in) longer than the predecessor model. Together with the wheelbase, which has been extended by 14 millimeters (0.6 in), and more compact seats, this means more space for the driver and passengers. Shoulder room in the front row of seats has been increased by 26 millimeters (1.0 in) and knee room in the rear by 18 millimeters (0.7 in).

The classic soft top fits perfectly into the athletic design and delivers outstanding aeroacoustics thanks to effective insulation. The new one-touch opening function makes operating the standard acoustic hood much easier: A quick pull of the switch is all it takes to open the soft top fully automatically in 15 seconds or close it in 18 seconds – even while driving up to 50 km/h (31.1 mph).

With its sporty and agile handling, the A5 Cabriolet is impressively dynamic. The engineers increased the already high torsional stiffness of the previous model by a good 40 percent. The body is now the stiffest in its class. The total weight of the new generation has been reduced by up to 40 kilograms (88.2 lb). An updated five-link suspension is used on the front axle. At the rear, a five-link construction replaces the trapezoidal-link suspension used on the previous model. Adaptive dampers are available as an option. They are incorporated into the standard Audi drive select dynamic handling system and allow the driver to choose between a highly dynamic or comfortable driving experience. The newly developed electromechanical power steering offers good feedback from the road and greater steering precision. Optionally available is dynamic steering, which varies its gear ratio depending on the speed and steering angle.

The engine lineup initially comprises three units – a 2.0 TFSI with 185 kW (252 hp), a 2.0 TDI with 140 kW (190 hp) and a 3.0 TDI with 160 kW (218 hp). Following the market introduction, a 2.0 TFSI with 140 kW (190 hp) and a 3.0 TDI with 210 kW (286 hp) will join the lineup. Compared with the predecessor model, engine output has increased by up to 17 percent while fuel consumption has been reduced.



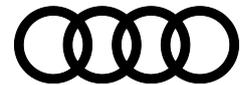
Front-wheel drive is standard; quattro with ultra technology and permanent all-wheel drive are available as options. The latter is standard with the 3.0 TDI with 210 kW (286 hp) and in the S5 Cabriolet. The sporty top model is equipped with a turbocharged, 2995 cc, six-cylinder engine producing a whopping 260 kW (354 hp) – 15 kW (21 hp) more than with the predecessor. The sprint from zero to 100 km/h (*62.1 mph*) takes 5.1 seconds. Audi limits top speed to 250 km/h (*155.3 mph*).

A comprehensive range of infotainment awaits the driver on board the new A5/S5 Cabriolet. Audi connect uses the fast LTE standard to deliver the brand's Internet services to the car, including navigation with Google Earth and Google Street View, traffic, travel and parking information and also access to Twitter. Passengers can surf the World Wide Web with their mobile devices using the Wi-Fi hotspot. Thanks to the SIM card permanently installed in the car, the flat rate data plan for the connect services is free of charge for three years – including EU-wide roaming. With the Audi MMI connect app, the driver can access the status and parking location of the vehicle remotely as well as lock and unlock the car. Selected smartphone content, such as navigation, telephone and music are integrated into the vehicle's MMI system via Apple Car Play and Android Auto. Control of the MMI system is easy and intuitive, thanks to natural language voice control, free text search and the multifunction steering wheel. The touchpad in the center console is used to zoom, scroll and enter characters. Standard seat belt microphones for the driver and front passenger improve voice quality even with the convertible top open.

As many as 30 driver assistance systems – top in the segment – enhance safety, comfort and efficiency. The A5/S5 Cabriolet is also equipped with the first Car-to-X technologies. As part of a swarm, it uses the cellular phone network to report detected speed limits or hazards such as a broken-down vehicle or a slippery road surface to a server in the cloud. This collects the data, processes them and informs other Audi drivers.

The trunk lid opens automatically for improved functionality. A push of a button on the remote control key or in the driver's door provides access to the 380 liter (*13.4 cu ft*) luggage compartment. If the top is open, the trunk holds a best-in-segment 320 liters (*11.3 cu ft*). Audi also offers optional gesture control, with which the trunk lid opens in response to a kicking motion of the foot. Many other high-end technologies are available, including the head-up display, the Bang & Olufsen Sound System with 3D sound, seats with a massage function and Matrix LED headlights with dynamic turn signals front and rear.

The new Audi A5 and S5 Cabriolet will be in dealerships in Germany and other European countries in March 2017. The generous standard equipment includes Xenon headlights, LED rear lights, leather seats, MMI radio plus with 7-inch color display, seat belt microphones and Audi pre sense city. The A5 Cabriolet starts at EUR 49,350. The price for the S5 Cabriolet is EUR 67,800.



Facts and figures

## The new Audi A5 and S5 Cabriolet

### Exterior design and body

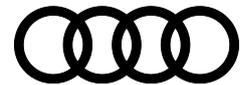
- Sporty front end with wide, flat Singleframe grille and low-drawn engine hood with power dome
- Sharp, precise, wave-form shoulder line emphasizes the sculpturally expressed quattro visualization at the wheel arches
- Emotional and sporty proportions
- *Length: 4,673 millimeters (184.0 in), 47 millimeters (1.9 in) longer than its predecessor / Wheelbase: 2,765 millimeters (108.9 in), 14 millimeters (0.6 in) longer than its predecessor / Width: 1,846 millimeters (72.7 in), 8 millimeters (0.3 in) less than the width of its predecessor*
- Height: 1,383 millimeters (54.4 in), identical to its predecessor
- Acoustic convertible top with one-touch opening function opens in 15 seconds, closes in 18 seconds – even while moving at up to 50 km/h (31.1 mph)
- [Xenon headlights](#) with LED daytime running lights, optional [LED headlights](#) and [Matrix LED headlights](#) with dynamic turn signals at the front and rear
- Three-dimensional LED rear lights, third brake light integrated into the trim strip framing the convertible top compartment cover.
- Total weight reduced by up to 40 kilograms (88.2 lb) compared to its predecessor

### Interior

- Four seats, more room: Shoulder room in the front seats increased by 26 millimeters (1.0 in) compared to the predecessor model; Knee room in the rear increased by 18 millimeters (0.7 in) compared to the predecessor model
- Flawless workmanship, sophisticated materials and new colors
- Seats with optional pneumatic massage function
- Three-zone deluxe automatic air conditioning with optional new user interface
- Luggage capacity: 380 liters (13.4 cu ft) with the hood closed, 320 liters (11.3 cu ft) when open, fully automatic soft top compartment for easier loading and unloading
- Luggage compartment lid opens automatically, with sensor control optional

### Infotainment and controls

- New MMI control concept with intuitive [free text search](#) and [natural language voice control](#)
- Seat belt microphones standard
- [Audi virtual cockpit](#) and [head-up display](#) optional
- Top infotainment system MMI navigation plus with [MMI touch](#) including [Audi connect](#) services free of charge for three years, LTE transmission



- [Wi-Fi hotspot](#) for connecting mobile devices, data packages with EU-wide roaming can be booked separately
- factory-installed [Audi connect SIM](#) – no roaming charges throughout Europe for [Audi connect](#) services
- new Car-to-X technologies: Traffic sign and hazard information
- [Audi connect safety & service](#) with online roadside assistance, emergency call, service request and remote functions via [Audi MMI connect app](#)
- [Audi smartphone interface](#) for integrating Apple and Android cellphones into the Audi MMI system (Apple CarPlay and Android Auto)
- [Audi phone box](#) for improved reception quality and inductive charging
- [Bang & Olufsen Sound System with 3D sound](#), 20 loudspeakers and 755 watts of power

### **Driver assistance systems**

- up to 30 assistance systems support the driver, including many as standard
- Highlights:
  - [Adaptive cruise control Stop&Go](#) including [traffic jam assist](#)
  - [Predictive efficiency assistant](#)
  - [Cross traffic assist rear](#)
  - [Camera-based traffic sign recognition](#)
  - [Audi pre sense city](#) (standard) plus [Audi pre sense basic](#) and [rear](#)

### **Engines**

- three TFSI engines and three TDI engines with up to 17 percent more power but reduced fuel consumption:
  - 2.0 TFSI with 140 kW (*190 hp*) and 185 kW (*252 hp*)
  - 3.0 TFSI with 260 kW (*354 hp*) in the S5 Cabriolet
  - 2.0 TDI with 140 kW (*190 hp*)
  - 3.0 TDI with 160 kW (*218 hp*) and 210 kW (*286 hp*)

### **Drivetrain**

- Six-speed [manual transmission](#), seven-speed [S tronic dual-clutch transmission](#) and [eight-speed tiptronic](#), all new generations
- [quattro drive with ultra technology](#) and [quattro permanent all-wheel drive](#)
- [Sport differential](#) optional for the 3.0 TDI with 210 kW (286 hp) and the S5 Cabriolet

### **Chassis**

- Five-link construction at the front and rear axles
- [Suspension with adaptive damper control](#) as an option
- New electromechanical power steering, optional [dynamic steering](#) with variable ratio for improved steering feel
- Dynamic handling system [Audi drive select](#) standard

The car in detail

## Open to intense driving pleasure – the new Audi A5 Cabriolet

With a newly developed chassis, powerful engines and classic soft top, the Audi A5 Cabriolet\* combines elegant design, sporty dynamics and exquisite comfort on an all new level. The acoustic convertible top opens and closes fully automatically – at the push of a button – up to a speed of 50 km/h (31.1 mph). The car also impresses with innovative infotainment systems and the intelligent interplay between numerous driver assistance systems.

### Exterior design

4,673 millimeters (184.0 in) in length, a 2,765 millimeter (108.9 in) wheelbase, 1,846 millimeters (72.7 in) wide and 1,383 millimeters (54.4 in) high – the new Audi A5 Cabriolet\* displays sporty, balanced proportions. For the design, the Audi designers went with the precise, elegant lines of the A5 Coupé\*. The flat rear window emphasizes the dynamic looks, as do the short overhangs and the long wraparound engine hood with power dome.

The sporty **front end** is dominated by a three-dimensional Singleframe grille that is clearly flatter and wider than on the previous model. The finely contoured headlights are positioned above the top edge of the Singleframe, which is drawn down quite far. They harmonize perfectly with the horizontal lines of the front end. **LED headlights** and **Matrix LED headlights** are available as options. With the latter, the light signature creates a characteristic and focused four-eyed face reminiscent of the Ur-quattro.



The flat Singleframe, air inlets set far to the outside and sharply tapered headlights featuring Matrix LED technology visually widen the front of the A5 Cabriolet

The sharp **wave-shaped shoulder line** – a hallmark styling feature of the entire A5 family – makes the A5 Cabriolet extremely elegant. The pronounced bulges over the wheel arches underscore the quattro DNA. At the transition from the front wheel arch to the doors, a three-dimensional chrome trim element indicates the sporty ambitions of the new Audi A5 Cabriolet. In keeping with this, the exterior mirrors are mounted on the door shoulders.

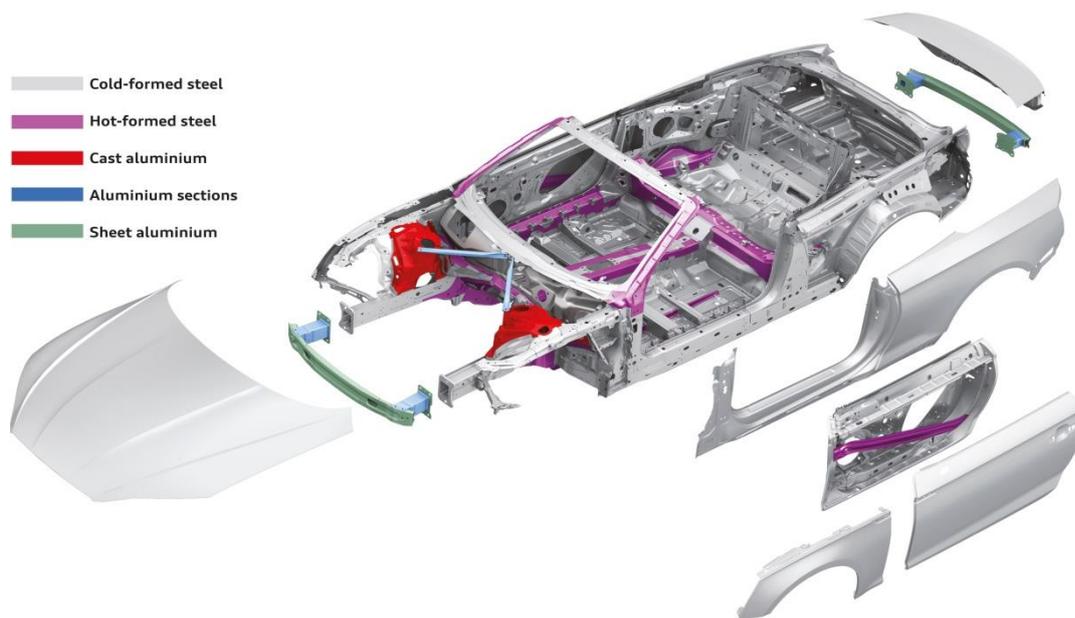
The classic **soft top** fits perfectly and delivers outstanding aeroacoustics thanks to effective insulation. The lateral seams on the outside underscore the stretched lines of the Cabriolet. Audi has further optimized the folding roof compared with the predecessor model. The challenge was to rectify a soft top that is 19 mm (*0.7 in*) longer and the small amount of space required in the compartment with a folding method that is easy on the cloth. The standard acoustic top is now even easier to operate thanks to the new one-touch opening feature. A quick pull of the switch is all it takes to open the K-fold clamp-down top fully automatically in 15 seconds or close it in 18 seconds – even while driving up to 50 km/h (*31.1 mph*). The top is available in four colors: black, gray, brown or red. The color palette for the A5 Cabriolet comprises 16 colors, including the new crystal-effect finish Tofana white (see image).

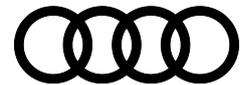


The short **rear end** is flatter than with the predecessor model. The trunk lid ends in a distinctive spoiler lip. Separate reflectors in the lower section of the rear skirt, which is finished in the body color, emphasize the width of the Cabriolet, which is actually minimally narrower than its predecessor. The slender, three-dimensionally shaped rear lights come standard in LED technology. The light signature underscores the sculptural geometry of the Cabriolet and the rear lights themselves. In combination with the LED headlights, the dynamic turn signals form a precise animated stripe in the top section. The third brake light in light conductor technology is integrated as a design element into the trim strip framing the convertible top compartment cover. Depending on the engine, the exhaust system is either a single or dual-branch system. It ends in a twin exhaust tailpipe on the left (TDI) or two separate tailpipes on the left and right (TFSI). The tailpipes have chrome tips with the sport and design lines, the S line sport package and the design selection.

## Body

The body of the new Audi A5 Cabriolet\* is the stiffest in its class, yet the Audi engineers were able to reduce the overall weight of the new generation by as much as 40 kilograms (*88.2 lb*). The front-wheel-drive A5 Cabriolet with the 190 hp 2.0 TDI and S tronic transmission, for example, weighs 1,690 kilograms (*3,725.8 lb*).





Hot-formed structural parts form the high-strength, crash-safe backbone of the occupant cell. They reinforce the sills and the area of the A-pillars into the transition to the roof frame. They also support the B-pillar. The proportion by weight of these parts in the body structure is 17 percent. The bumper crossmembers are aluminum sheet profiles; the crash boxes are extruded aluminum profiles. The modular transverse member beneath the instrument panel is a construction of extruded aluminum profiles and aluminum sheets.

In the interior, such things as reduced-weight carpeting, an aluminum brake pedal and polymer defroster ducts make the A5 Cabriolet lighter. The substructure of the front seats is made of high-strength steel – another plus in the efficiency ledger.

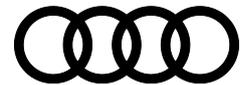
Torsional stiffness has been increased by a good 40 percent in the new A5 Cabriolet. A major factor here are the higher sill cross-section and closed, torsionally stiff ring structures in the area of the rear panel and the rear end. Furthermore, the diagonal struts have been more effectively integrated into the load paths of the body structure. The front strut domes are made of highly integrated cast aluminum parts. This construction allows a very stiff connection between the upper links and the body for excellent steering response – optimal conditions for agile handling.

The excellent noise level on board is the product of the standard acoustic convertible top, the acoustic windshield and a sophisticated seal concept for the doors. The side windows are also one millimeter (*0.04 in*) thicker than in the previous model. Switchable engine bearings deliver a very high comfort level at idle.

The adaptive restraint system offers outstanding protection for the occupants. It adjusts the effect of the front airbags and the seat-belt force limiters to the seating position of the driver and front passenger as well as to the type of frontal collision. In the event of a crash and rollover, head-thorax side airbags up front and automatically extending aluminum profiles behind the rear seat head restraints ensure the occupants' safety.

## **Chassis**

The all-new chassis is another strength of the Audi A5 Cabriolet\*. The wide track and the long wheelbase measuring 2,765 millimeters (*108.9 in*) are a key foundation for the balanced, sporty suspension tuning. The track width is 1,587 millimeters (*62.5 in*) at the front, and 1,568 millimeters (*61.7 in*) at the rear.



The front axle features redesigned five-link suspension, while a five-link construction replaces the trapezoidal-link rear suspension used previously. [Adaptive dampers](#) are available as an option. They are incorporated into the standard [Audi drive select](#) dynamic handling system and allow the driver to choose between a highly dynamic or comfortable driving experience.

The newly developed electromechanical power steering trims 3.5 kilograms (*7.7 lb*) off the weight of the previous model. It consumes little energy and has a direct, sporty ratio of 15.9:1. Power assistance is based on the vehicle's speed. Road feedback is very precise and steering response spontaneous. The optional [dynamic steering](#) uses a superposition gear to vary its ratio by up to 100 percent, depending on the car's speed and the mode selected in the Audi drive select system. At the cornering limits, the system countersteers with tiny pulses, which further boosts dynamics and driving safety.

The base version of the new Audi A5 Cabriolet is equipped with 17-inch forged alloy wheels. The lines design and sport are equipped with 18-inch cast aluminum wheels. 19-inch wheels are available as an option and 20-inch wheels will be available at a later date. All tires have been optimized for rolling resistance, which reduces CO<sub>2</sub> emissions by an average of 2.8 grams per kilometer (*4.5 g/mi*). Particularly lightweight, 17-inch aluminum fixed caliper brakes ensure optimal braking. Compared with the previous model, the brakes are a combined five kilograms (*11.0 lb*) lighter. On the front axle, the internally ventilated discs are up to 338 mm (*13.3 in*) in diameter.

## Engines

A choice of three engines will be available at launch: a 2.0 TFSI with 185 kW (252 hp), a 2.0 TDI with 140 kW (190 hp) and a 3.0 TDI with 160 kW (218 hp). Following the market introduction, a 2.0 TFSI with 140 kW (190 hp) and a 3.0 TDI with 210 kW (286 hp) will join the lineup. The S5 Cabriolet\* is powered by a newly developed 3.0 TFSI V6 with 260 kW (354 hp). Details about the engine and the sporty top model begin on page 21.

Compared with the previous model, Audi increased the output of the engines by as much as 17 percent while at the same time clearly reducing fuel consumption. One factor contributing to this reduced fuel consumption is the standard, optimized start-stop system. It deactivates the engine below 7 km/h (*4.3 mph*) with the S tronic and under 3 km/h (*1.9 mph*) with tiptronic if the driver steps on the brake, such as when rolling up to a red light.



**GASOLINE ENGINES**

Audi A5 Cabriolet	<b>2.0 TFSI (140 kW)</b> (to follow in 2017)	<b>2.0 TFSI (185 kW)</b>
<b>Displacement</b> in cc	1,984	1,984
<b>Max. power output</b> in kW (hp) at rpm	140 (190) at 4200-6000	185 (252) at 5000-6000
<b>Max. torque</b> in Nm ( <i>lb-ft</i> ) at rpm	320 ( <i>236.0</i> ) at 1400-4200	370 ( <i>272.9</i> ) at 1600-4500
<b>Top speed</b> in km/h ( <i>mph</i> )	239 ( <i>148.5</i> ) (manual) 237 ( <i>147.3</i> ) (S tronic)	250 ( <i>155.3</i> ) (quattro S tronic)
<b>Acceleration</b> 0 – 100 km/h ( <i>0 – 62.1 mph</i> ) in s	7.9 (manual) 7.9 (S tronic)	6.3 (quattro S tronic)
<b>Fuel consumption (combined)</b> in l/100 km ( <i>US mpg</i> )	6.1-5.9** ( <i>38.6-39.9</i> ) (manual) 5.8-5.6** ( <i>40.6- 42.0</i> ) (S tronic)	6.6-6.3** ( <i>35.6-37.3</i> ) (quattro S tronic)
<b>Combined CO<sub>2</sub> emissions</b> in g/km ( <i>g/mi</i> )	139-136** ( <i>223.7- 218.9</i> ) (manual) 131-127** ( <i>210.8- 204.4</i> ) (S tronic)	151-144** ( <i>243.0-231.7</i> ) (quattro S tronic)
<b>Drive system</b>	Front-wheel drive	Front-wheel drive, quattro permanent all-wheel drive quattro with ultra technology

\*\* Figures depend on the tire/wheel sets used

**2.0 TFSI**

The 2.0 TFSI will initially be available with 185 kw (252 hp). The base engine with 140 kW (190 hp) will follow after the market introduction. Both engines provide for agile performance. Audi is taking the successful downsizing of its engines a step further with [rightsizing](#).

The trailblazing efficiency of the 2.0 TFSI with 140 kW (190 hp) is the result of an innovative combustion process known as the [B-cycle process](#). The shortened compression stroke enables an engine process with a significantly elevated geometric compression ratio. Combined with a power stroke that, while normal, is longer relative to the compression stroke, this allows for more efficient combustion and increased engine efficiency. Customers of the new Audi A5 Cabriolet enjoy the advantages of a small-displacement engine when driving at moderate speeds, without having to compromise when it comes to sporty driving.

All terms in blue in the text are explained in detail in the technology lexicon at [www.audi-mediacycenter.com/en/technology-lexicon](http://www.audi-mediacycenter.com/en/technology-lexicon).

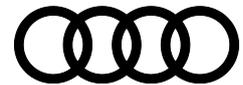


Technical highlights of the 2.0 TFSI engines include the exhaust manifold integrated into the cylinder head, the rotating core model for the thermal management system, the turbocharger's electric waste gate and dual injection. In the partial load range, indirect manifold injection supplements FSI direct injection. In the 2.0 TFSI with 140 kW, the [Audi valvelift system \(AVS\)](#) varies intake valve lift to regulate the amount of intake air and thus the length of the effective compression stroke. At higher loads, it delays closing of the valves to achieve a higher fill and thus good power and torque development. Injection pressure has been increased to 250 bar.

In the 2.0 TFSI with 185 kW, on the other hand, the Audi valvelift system (AVS) works on the exhaust side. It adjusts the valve timing to reduce flushing losses in the combustion chamber and provides for the optimal flow of exhaust gas to the turbocharger particularly under low load. The result is more torque, more dynamic response and thus significantly better pulling power and elasticity.

<b>DIESEL</b>			
Audi A5 Cabriolet	<b>2.0 TDI (140 kW)</b>	<b>3.0 TDI (160 kW)</b>	<b>3.0 TDI (210 kW) (to follow in 2017)</b>
<b>Displacement</b> in cc	1,968	2,967	2,967
<b>Max. power output</b> in kW (hp) at rpm	140 (190) at 3800-4200	160 (218) at 4000-5000	210 (286) at 3750-4000
<b>Max. torque</b> in Nm ( <i>lb-ft</i> ) at rpm	400 (295.0) at 1750-3000	400 (295.0) at 1250-3750	620 (457.3) at 1500-3000
<b>Top speed</b> in km/h ( <i>mph</i> )	232 (144.2) (S tronic)	241 (149.8) (quattro S tronic)	not available
<b>Acceleration</b> 0 – 100 km/h (0 – 62.1 <i>mph</i> ) in s	8.3 (S tronic)	6.8 (quattro S tronic)	not available
<b>Fuel consumption (combined)</b> in l/100 km ( <i>US mpg</i> )	4.7-4.5** (50.0-52.3) (S tronic)	5.2-4.9** (45.2-48.0) (quattro S tronic)	not available
<b>Combined CO<sub>2</sub> emissions</b> in g/km ( <i>g/mi</i> ):	124-118** (199.6-189.9) (S tronic)	137-128** (220.5-206.0) (quattro S tronic)	not available
<b>Drive system</b>	Front-wheel drive, quattro permanent all-wheel drive	Front-wheel drive, quattro permanent all-wheel drive	quattro permanent all-wheel drive

\*\* Figures depend on the tire/wheel sets used



## **2.0 TDI**

The entry-level engine among the diesel units is the 2.0 TDI with 140 kW (190 hp) and front-wheel drive. In combination with the seven-speed S tronic, it consumes just 4.5 liters of fuel per 100 kilometers (*52.3 US mpg*) according to the NEDC measuring method, a CO<sub>2</sub> equivalent of 118 grams per kilometer (*189.9 g/mi*). High and low-pressure exhaust gas recirculation and sophisticated exhaust gas treatment including an SCR system (SCR: selective catalytic reduction) provide for low emissions.

## **The 3.0 TDI**

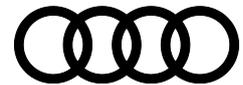
Supreme power, cultivated refinement and exemplary efficiency – these characteristics are common to the six-cylinder TDI engines in the new Audi A5 Cabriolet\*. The 3.0 TDI will be available at market introduction with 160 kW (218 hp). The 3.0 TDI with 210 kW (286 hp), which comes standard with quattro drive and an [eight-speed tiptronic](#), will follow somewhat later.

The Audi developers have extensively updated the top diesel in many areas. Their objectives were to: optimize combustion chamber filling, charge exchange and thermal management in order to increase power output while simultaneously further reducing consumption. Close-coupled catalytic converters treat the exhaust gas effectively. A newly developed turbocharger that is 20 percent lighter has variable turbine geometry (VTG) and a maximum boost pressure of 3.3 bar provides for ample thrust. The developers placed considerable emphasis on optimized flow to the combustion chamber. The engine responds very spontaneously to the accelerator as a result.

## **Drivetrain**

[Six-speed manual transmission](#), seven-speed [S tronic dual-clutch transmission](#) and [eight-speed tiptronic](#), in combination with front-wheel or [quattro drive](#): In the new Audi A5 Cabriolet\*, each engine version comes with tailored power transmission technology.

New efficiency-optimized six-speed manual transmissions with injection lubrication are used. Large parts of the casings are made of ultra-lightweight magnesium. The new gearbox platform reduces the weight by as much as 16 kilograms (*35.3 lb*).



Audi offers the new seven-speed S tronic with all engines except the top TDI and the S5. The dual-clutch transmission replaces the continuously variable multitronic and impresses with its high efficiency. The most important improvements are further reductions in friction, the low weight, a highly efficient oil supply and dual-mass flywheel with a centrifugal force pendulum that extinguishes vibrations, allowing for very low engine speeds while driving.

An eight-speed tiptronic is used in the 3.0 TDI with 210 kW (286 hp) and the S5. Audi has completely reengineered the smooth, rapid and spontaneously shifting torque-converter transmission. Thanks to the high number of gears, the engine is kept running almost constantly near the ideal load point. An rpm-adaptive torsion damper balances out undesired engine vibrations and enables efficient driving at extra-low engine speeds.

Front-wheel drive is standard in the A5 Cabriolet. All engine variants (2.0 TDI with 140 kW and up) with S tronic or tiptronic can be optionally equipped with quattro permanent all-wheel drive. It is standard for the 3.0 TDI with 210 kW (286 hp).

quattro drive distributes power mechanically: Designed as a planetary gear, the self-locking center differential funnels 60 percent of engine torque to the rear axle and 40 percent to the front during normal driving. When it redistributes the power automatically, up to 70 percent can go to the front and up to 85 percent to the rear. It enables a clearly defined distribution of drive torque and precise interplay with the control systems. In the top TDI and the S5, Audi optionally complements quattro drive with the [sport differential](#), which actively and precisely distributes torque between the rear wheels. Following the market introduction, the 2.0 TFSI with 185 kW (252 hp) will also be available with the new [quattro drive with ultra technology](#). During fast cornering, [wheel-selective torque control](#) supplements the work of quattro drive with finely metered braking of the wheels on the inside of the curve. Handling is more stable and direct as a result.

## Interior

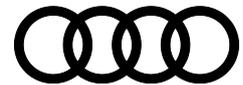
The increased dimensions, the wheelbase extended by 14 millimeters (*0.6 in*) and more compact seats increase the space for the driver and passengers. The shoulder room in the front row of seats has been increased by 26 millimeters (*1.0 in*) and the knee room in the rear by 18 millimeters (*0.7 in*).



Audi A5 Cabriolet design selection with optional Audi virtual cockpit and MMI navigation plus including MMI touch

High-grade materials, different colors and first-class craftsmanship with attention to detail ensure a very special feel-good atmosphere and underscore the premium character. The horizontal architecture of the instrument panel creates a sense of spaciousness. LED light guides trace the contours of the doors and the center console – in 30 colors with the optional ambient light package.

The seats have been developed new from scratch. The base seats are covered in a combination of natural and synthetic leather and for the first time include the option of a pneumatic massage function. One standard feature offering additional convenience to the driver and front passenger is the power belt feeds. The head restraints are not only height adjustable, their distance to the back of the head is also variable (with optional equipment). If desired, the anatomically correct front seats are power adjustable and heated. There is even optional ventilation available for the sports seat. The lumbar support provides secure hold in the this area. Another feature is headroom heating for the front seats. Air vents in the upper section of the back rests keep things cozy and warm. Adjustments are made using the controls for the air conditioning.

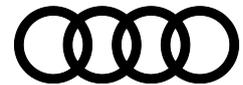


The optional deluxe automatic air conditioning regulates air temperature and distribution separately for the driver, front passenger and rear seat passengers. The digital temperature displays in the cockpit are integrated into the dials. Just a few buttons and dials are sufficient for convenient control. When a finger approaches one of the switches, the function is shown enlarged on the dark LCD display and selected at the push of a button. Rear seat passengers set the temperature using a separate control unit in the rear center console. When the driver opens the top, the automatic air conditioning automatically switches into an energy-saving convertible mode.

With the top up, the luggage compartment offers a capacity of 380 liters (*13.4 cu ft*). If the top is open, the trunk holds a best-in-segment 320 liters (*11.3 cu ft*). The fully automatic compartment for the top moves downward automatically when the soft top is opened. New is that it also moves back up when closing the top. This provides the largest possible luggage space at all times. The rear seat has a 50/50 split and can be easily folded forward using levers in the luggage compartment. The trunk lid of the A5 Cabriolet now opens automatically using the standard remote control key or the button in the driver's door. Audi also offers gesture control for the trunk lid as an option: A proximity sensor in the bumper responds to a kicking motion with the foot – the lid opens automatically once the optional convenience key is detected. The optional trailer hitch is released electrically at the press of a button.

## **Infotainment and Audi connect**

The top infotainment system in the new A5 Cabriolet\* is MMI navigation plus with [MMI touch](#). Its 8.3-inch monitor has a resolution of 1,024 x 480 pixels. In addition to a DVD drive and a 10 GB flash memory, the high-end system also features two card readers, an AUX-IN connection and a USB connection with charging function. An LTE module also brings the online services of [Audi connect](#) on board. These range from navigation with Google Earth and Google Street View to travel information, traffic information online and searching for a parking space or even Twitter. With the [Audi connect SIM](#), which is permanently installed in the car, the flat rate data package for the connect services including Europe-wide roaming is free of charge for three years. Also included are the first five map updates for the navigation system. The media hub also comes with a [Wi-Fi hotspot](#) that connects passengers' mobile devices to the World Wide Web.

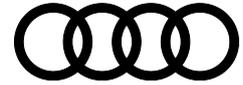


With traffic sign and hazard information, A5/S5 Cabriolet will also have the first Car-to-X technologies on board. This connects the car to other Audi models so that they can exchange information in real time via the Audi connect SIM. With traffic sign information, the on-board camera analyzes speed limits and reports the data via the cellular phone network to a server in the cloud. This collects the data, processes it and makes it available to other Audi drivers. Driver assistance systems use this information for predictive and efficient cruise control. The information also flows into updates to the Audi navigation maps. With the hazard information service, cars warn one another about accidents, broken-down vehicles, slippery road surfaces or impaired visibility. The system does this by analyzing multiple parameters, such as the in-car electronics, data from the rain and light sensors, the headlights and the operating mode of the windshield wipers. It reports an accident or breakdown as soon as the eCall system makes an emergency call or an airbag deploys. The system forwards saved information to the cloud. The warnings appear in the instrument cluster and are annunciated as voice messages in the car.

The free Audi MMI connect app offers many other features, such as transferring your smartphone's calendar to the MMI. It provides access to countless music and audio book titles via Aupeo! and Napster as well as to over 4,000 internet radio stations. Destinations from Google Maps, points of interest (POIs) and the entries from the "Travel" service can be transferred from your smartphone to your car's navigation system using the app.

The functions included in the [Audi connect safety & service](#) package are likewise convenient and informative. With these remote functions, the driver can use the Audi MMI connect app to remotely access the vehicle status and locate the vehicle with Car Finder, as well as to lock or unlock the car. The package also includes the new functions emergency call, online roadside assistance and Audi service request.

The [Audi smartphone interface](#) integrates iOS and Android cellphones into an environment in the MMI developed specially for them. The [Audi phone box](#) connects the smartphone to the vehicle antenna for improved reception quality and charges the smartphone inductively via wireless charging according to the Qi standard.



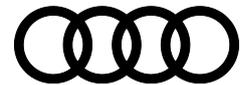
The Audi A5 Cabriolet also sets new standards for high fidelity audio. The optional [Bang & Olufsen Sound System with 3D sound](#) introduces the spatial dimension of height. It utilizes four additional loudspeakers, two each in the instrument panel and the A-pillars. The music sounds like it is being played in a concert hall. The heart of the system is a 755-watt, 16-channel amplifier that drives 20 speakers. Two subwoofers behind the side panel trims in the rear generate the base. The speaker covers feature a new design with long aluminum clasps that harmonize with the lines of the A5 interior. White light guides illuminate the woofers in the front doors.

## Display and controls

The new Audi A5 Cabriolet\* comes standard with a large, easy-to-read analog speedometer and tachometer. Between them is the driver information system. In the base version it has a 5-inch display. The color Audi MMI display in the center console measures 7 inches. MMI navigation plus brings a color 7-inch driver information system and an 8.3-inch Audi MMI display on board.

The all-digital [Audi virtual cockpit](#) is an alternative to the standard analog dial instruments. With a resolution of 1,440 x 540 pixels, the 12.3-inch TFT display provides detailed and selectable graphics. Another option is the [head-up display](#). It projects all relevant information onto the windshield in the driver's direct field of vision as easily comprehensible symbols and digits. Drivers can then keep their eyes on the road.

The infotainment system is controlled via the control elements on the wide, asymmetrically designed center console. The center of the terminal is the round rotary pushbutton. It can be optionally configured with a touch-sensitive touchpad on its surface for inputting characters and multifinger gestures. All functions are easy and intuitive to use thanks to the [natural language voice control](#), [free text search](#) and multifunction steering wheel. Standard seat belt microphones for the driver and front passenger improve voice quality even with the top open.



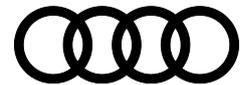
## Driver assistance systems

With up to 30 driver assistance systems, the new Audi A5 Cabriolet\* is best-in-class. Some of the solutions are standard features, while the options can be ordered individually or are grouped together in the “Parking,” “City” and “Tour” packages. An intelligent combination of different technologies enhances safety, comfort and efficiency. Meanwhile the brand with the four rings is also taking the next step toward piloted driving.

Playing a central role here is the [adaptive cruise control \(ACC\) Stop&Go](#) system including [traffic jam assist](#). The ACC uses automatic braking and acceleration to maintain the distance between the A5 Cabriolet and the vehicle ahead. The driver can choose between five distances and adjust acceleration and system response via Audi drive select. In interplay with the S tronic and tiptronic, it covers the entire speed range from 0 to 250 km/h (*155.3 mph*). With a manual transmission, it starts at 30 km/h (*18.6 mph*). In vehicles equipped with an automatic transmission, the Stop&Go function brakes the car to a complete stop and lets it start off again automatically at the driver’s request. The traffic jam assist relieves drivers in slow-moving traffic up to speeds of 65 km/h (*40.4 mph*) by assuming the tasks of braking and accelerating the car, and on better roads it also temporarily takes charge of steering. The car automatically follows the vehicles ahead, within system limits.

The [predictive efficiency assistant](#) evaluates GPS information from the car’s immediate surroundings and helps to save fuel by giving specific driving advice – a unique feature in this segment. The [collision avoidance assist](#) helps to drive around an obstacle to avoid an accident. Based on data from the front camera, ACC and radar sensors, it computes a recommended avoidance track within a fraction of a second. Rounding out the lineup are such assistance systems as [turn assist](#), [park assist](#), [cross traffic assist rear](#), [exit warning](#), [camera-based traffic sign recognition](#), [Audi active lane assist](#) and [Audi side assist](#).

The new A5 Cabriolet comes standard with [Audi pre sense city](#). It monitors the road at speeds of up to 85 km/h (*52.8 mph*), detects both other vehicles and pedestrians, and initiates full braking in an emergency. The attention assist is also standard. It analyzes driver behavior and issues a warning when it detects that the driver is becoming inattentive. The [speed limiter](#), a standard feature, can be set to a particular speed ranging from 30 to 250 km/h (*18.6 to 155.3 mph*) – a very helpful tool for maintaining speed within city limits or in construction sites, for example.



## Equipment

The new Audi A5 Cabriolet\* comes with a particularly generous list of standard equipment. Beside Cabriolet innovations such as the acoustic top, the fully automatic compartment for the top and the one-touch opening for the soft top, this also includes [Xenon headlights](#) with LED daytime running lights and LED rear lights. Intuitive, ergonomic operation comes courtesy of the Audi MMI radio plus with 7-inch color display, Bluetooth seat belt microphones and a three-spoke multifunction steering wheel. The front center armrest, natural/synthetic leather seats, 50/50 folding rear seats, LED interior lighting and the [Audi drive select](#) system are also standard. The assistance systems [Audi pre sense city](#), multicollision brake assist system and the adjustable [speed limiter](#) bring safety and convenience on board the A5 Cabriolet. The new lines concept increases the customization options. The design and sport lines, plus the design selection and S line packages, offer customers unprecedented creative freedom.

The new Audi A5 Cabriolet will roll into showrooms in Germany and other European countries in March 2017. The basic price will be EUR 49,350.

## History

The first generation of A5/S5 models from Audi have enjoyed tremendous success ever since their introduction in 2007. Two years after the launch of the Coupé, the premium carmaker based in Ingolstadt added the Sportback and the Cabriolet to the two-door version. That same year, the corresponding S models appeared on the market. Their 3.0-liter V6 engine complete with supercharging delivered 245 kW (333 hp) and 440 Nm (*324.5 lb-ft*). To date, Audi has sold over 130,000 units of the A5/S5 Cabriolet\*, with over 800,000 customers having opted for the A5 model line overall.

The Audi RS 5 Coupé as the model athlete and the RS 5 Cabriolet as an open-top, high-performance model have been fascinating customers with supreme performance since 2010 and 2012, respectively. The 4.2 FSI engine, a high-revving, naturally aspirated V8 with 331 kW (450 hp), accelerated the RS 5 Coupé from 0 to 100 km/h (*62.1 mph*) in 4.5 seconds, the RS 5 Cabriolet in 4.9 seconds. An option increased top speed to 280 km/h (*174.0 mph*).

In June 2016, Audi presented the second generation of the Audi A5 Coupé\* in Ingolstadt, with the five-door Sportback following in September. The addition of the A5 Cabriolet means that the A5 family is now complete. The top model is the sporty S5, whose six-cylinder, turbocharged engine produces 354 hp.



## Audi S5 Cabriolet

With its newly developed turbocharged V6 engine, the Audi S5 Cabriolet\* delivers sports car performance under the open skies. A whopping 260 kW (354 hp), quattro drive and the eight-speed tiptronic provide for top performance: The S5 Cabriolet accelerates from 0 to 100 km/h (*62.1 mph*) in 5.1 seconds on its way to a top speed of 250 km/h (*155.3 mph*). Numerous S-specific details on the exterior and in the cockpit visualize this power.

### Strong heart: the 3.0 V6 TFSI

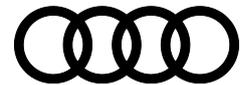
The turbocharged 3.0 TFSI engine for the Audi S5 Cabriolet has been designed fresh from the ground up. It offers high output, ample torque, spontaneous response and a sonorous sound. The six-cylinder engine displaces 2,995 cc and produces 260 kW (354 hp), 15 kW (21 hp) more than the predecessor engine. It delivers 500 Nm (*368.8 lb-ft*) of torque – an increase of 60 Nm (*44.3 lbft*) – to the drive shaft at just 1370 rpm and maintains this torque through 4500 rpm. The top model accelerates from 0 to 100 km/h (*62.1 mph*) in 5.1 seconds, and on up to an electronically governed top speed of 250 km/h (*155.3 mph*).

Despite the increased output, the six-cylinder engine achieves a new degree of efficiency. Its weight and fuel consumption are well below the corresponding figures for its predecessor. In the NEDC, the new 3.0 TFSI in the S5 Cabriolet consumes just 7.7 liters per 100 kilometers (*30.5 US mpg*) – a CO<sub>2</sub> equivalent of 175 grams per kilometer (*281.6 g/mi*).

<b>Audi S5 Cabriolet</b>	<b>3.0 TFSI</b>
<b>Displacement</b> in cc	2,995
<b>Max. power output</b> in kW (hp) at rpm	260 (354) at 5400-6400
<b>Max. torque</b> in Nm ( <i>lb-ft</i> ) at rpm	500 ( <i>368.8</i> ) at 1370-4500
<b>Top speed</b> in km/h ( <i>mph</i> )	250 ( <i>155.3</i> )
<b>Acceleration</b> 0 – 100 km/h ( <i>0 – 62.1 mph</i> ) in s	5.1
<b>Fuel consumption (combined)</b> in l/100 km ( <i>US mpg</i> )	7.8-7.7** ( <i>30.2-30.5</i> )
<b>Combined CO<sub>2</sub> emissions</b> in g/km ( <i>g/mi</i> )	177-175** ( <i>284.9-281.6</i> )
<b>Drive system</b>	quattro permanent all-wheel drive
<b>Transmission</b>	Eight-speed tiptronic

\*\* Figures depend on the tire/wheel sets used

All terms in blue in the text are explained in detail in the technology lexicon at [www.audi-mediacyber.com/en/technology-lexicon](http://www.audi-mediacyber.com/en/technology-lexicon).



### **Outstanding dynamics: All-wheel drive and sport differential**

Power transmission in the new Audi S5 Cabriolet is handled by the fast and smooth-shifting [eight-speed tiptronic](#). 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](#) with self-locking center differential plays a major role in the sporty handling. During normal driving, it sends 60 percent of the drive torque to the rear axle and 40 percent to the front. When necessary, most of the power is transferred to the axle with better traction. Up to 70 percent can flow to the front wheels and up to 85 percent to the rear wheels. [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.

The S5 Cabriolet uses a newly developed S sport suspension with five-link suspensions front and rear. The axle principle enables optimal absorption of longitudinal and transverse forces. The [adaptive dampers](#) are integrated into the [Audi drive select](#) system 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.

An alternative to electromechanical power steering is [dynamic steering](#), which varies its steering gear ratio according to the driving speed. 18-inch wheels with size 245/40 tires are standard. Audi Sport GmbH also offers 19-inch wheels, with 20-inch wheels to be available from mid-2017. At the front wheels, the ventilated brake discs are 350 mm (*13.8 in*) in diameter. They are gripped by six-piston fixed calipers painted black with S lettering. Red calipers are optional.

### **Longer and more distinctive: Body and design**

The new S5 Cabriolet is sporty but understated. It measures 4,692 millimeters (*184.7 in*) in length and is thus 19 millimeters (*0.7 in*) longer than the A5 Cabriolet. Width and height are unchanged from the base model and measure 1,846 millimeters (*72.7*) and 1,382 millimeters (*54.4 in*) respectively. The long wheelbase of 2,765 millimeters (*108.9 in*) emphasizes the dynamic silhouette.



The bumper, air inlets and side sills 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 Cabriolet 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.

The intelligent combination of materials makes the body very torsionally stiff, safe and lightweight. The S5 Cabriolet with standard quattro drive weighs 1,840 kilograms (*4,056.5 lb*), 40 kilograms (*88.2 lb*) less than the previous model.

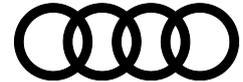
#### **S-specific elements: interior**

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 chrome clasp on the tiptronic selector lever also bear the S logo with a red rhombus. The S5 Cabriolet offers the same infotainment and driver assistance systems as the A5 Cabriolet.

#### **March 2017: Market launch**

The S5 Cabriolet will be launched on the European market in March 2017. Its extensive list of standard equipment includes [LED headlights](#), 18-inch cast aluminum wheels, an [eight-speed tiptronic](#) and [quattro drive](#). The basic price will be EUR 67,800.



## **Fuel consumption of the models named above**

### **Audi A5 Cabriolet:**

Combined fuel consumption in l/100 km: 6.6 - 4.5\*\*\* (*35.6 - 52.3 US mpg*);

Combined CO<sub>2</sub> emissions in g/km: 151 - 118\*\*\* (*243.0 - 189.9 g/mi*)

### **Audi S5 Cabriolet:**

Combined fuel consumption in l/100 km: 7.8 - 7.7\*\* (*30.2 - 30.5 US mpg*);

Combined CO<sub>2</sub> emissions in g/km: 177 - 175\*\* (*284.9 - 281.6 g/mi*)

### **Audi A5 Coupé:**

Kraftstoffverbrauch kombiniert in l/100 km: 6,7 - 4,0\*\*\* (*35.1 - 58.8 US mpg*);

CO<sub>2</sub>-Emission kombiniert in g/km: 153 - 105\*\*\* (*246.2 - 169.0 g/mi*)

\*\* Figures depend on the tire/wheel sets used

\*\*\* Figures depend on the tire/wheel sets used and the engine/transmission variant