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The new Audi A5 family

Compact information	2
> The new Audi A5 models: modern sportiness meets premium proportions	2
> Dynamic and muscular exterior design	4
> The new interior design: technology meets comfort	7
> New standards in digital light	9
> Audi MMI panoramic display and head-up display	10
> E ³ enables high-performance networking of the vehicle	11
> Extensive range of driver assistance systems	12
> Platform with efficient combustion engines and hybridization	13
> Engine portfolio at market launch	15
> More dynamic chassis and steering design	17
> Market launch and price	18
The facts	19
> The most important facts about the new Audi A5	19
Fuel/electric power consumption and emissions values of the models named above	24

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.

All terms marked in blue in the text are explained in detail in the technology lexicon at <https://www.audi-mediacenter.com/en/audi-technology-lexicon> for a detailed explanation.

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Compact information

The new Audi A5 models: modern sportiness meets premium proportions

Ingolstadt/Neckarsulm, July 16, 2024 - With the new A5 family, Audi is beginning the next chapter of its successful history in the mid-size segment. Thirty years after the first Audi A4, the sharpened design language of the latest generation, now called the Audi A5, captivates with premium proportions. Both body styles, Sedan and Avant, perfectly embody the sporty essence of the Audi design philosophy. A new interior design language creates a feeling of space and sets the displays on a digital stage. The new operating concept increases interaction with the vehicle. Efficient partially electrified combustion engines and exciting S models round off the range.

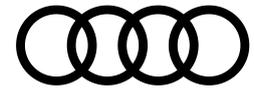
Since 2024, AUDI AG has restructured the naming of its vehicles with the expansion of its model portfolio. The numbers for electric models and combustion engines will be differentiated - even numbers will stand for electrically powered models and odd numbers for vehicles with combustion engines. With the introduction of the latest generation, the Audi A4, a long-standing bestseller, will be called the Audi A5 and will be produced in Neckarsulm. It is offered in four new variants: the A5 Sedan* and S5 Sedan* and the A5 Avant* and S5 Avant*. These variants are the first models to be launched on the Premium Platform Combustion (PPC).

Audi CEO Gernot Döllner on the new model family: "In addition to expanding our all-electric portfolio, we are launching a new generation of models with efficient combustion engines. The Audi A5 family with its sporty design, completely new interior and future-proof electronics architecture will be the first. The advanced MHEV plus technology enables partially electric driving and therefore even more efficient driving."

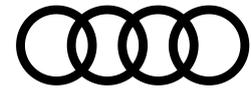
In terms of vehicle length, the Sedan and Avant are identical to the nearest millimeter. With an overall length of 4,829 millimeters, they have clearly grown to the dimensions of the upper mid-size segment. The increase in length compared to the predecessor model is 67 millimeters. The long wheelbase of 2,900 millimeters with short overhangs reflects the premium proportions and contributes to both the long-distance qualities of driving comfort and the generous interior space.

At the same time, Audi is increasing the value of the new A5. Many of our customers' favorite features are now standard equipment - such as navigation, an electrically opening and closing trunk lid, or the telephone tray with inductive charging. Optional extras allow the vehicle to be tailored to individual preferences.

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These include, for example, the 10.9-inch passenger display, the Bang & Olufsen Premium sound system with 3D sound and headrest speakers, the panoramic glass roof with segmented switchable transparency that almost completely spans the passenger compartment, or the electric steering column adjustment with memory function. Customers can also purchase special equipment bundles that build on each other.



Dynamic and muscular exterior design

Even at first glance, the totally redesigned A5 family has a powerful and clean design. The modified proportions with a long wheelbase, large wheels, and flat, sporty body embody progressive dynamism and premium standards. This is particularly evident in the side view thanks to the stretched hood, whose length gives it a prestigious appearance. The power of the optional quattro drivetrain, distributed to both axles, is visually manifested in the powerfully modeled and three-dimensionally flared blisters, which flow smoothly into the body of the new A5.

In the Sedan, the sporty, compact-looking greenhouse (the roof structure) runs to the rear with a sweeping curve, flows seamlessly into the flat rear window like a coupé, and ends at the visually short tailgate with a striking spoiler lip. The tailgate is a strong symbiosis of design and functionality, which is new in this vehicle segment. It opens with the rear window, and its size makes access to the luggage compartment considerably easier. This results in a completely new Sedan concept for Audi.

In the Avant, the dynamically taut roofline merges into a form-fitting integrated roof spoiler that spans the sporty, shallow rear window. The correspondingly raked D-pillars, which sit firmly on the powerful rear quattro blisters, emphasize the dynamic side view of the A5 Avant*.

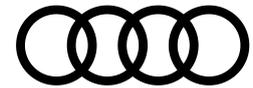
The front is dominated by the wide and significantly flatter proportioned Singleframe with a three-dimensional honeycomb structure - in the S5* with larger honeycombs and L-shaped inserts. Together with the slim and precisely drawn headlights, it shapes the face of the vehicle and gives it a striking and focused expression. The strong sweep of the front section creates the appearance of very short overhangs.

Three-dimensionally modeled inlets for the air curtains are positioned under the headlights and give the bumper a powerful and sporty appearance. On the S5* and the S line exterior, they are accentuated even further by a wide intake duct painted in a contrasting color.

Distinctive grooves in the hood called “spooncuts” emphasize the sporty character. Thanks to the soft nose integrated into the bumper, the hood is flush with the front end. This allows a greater distance between the hood and the Singleframe and, therefore, a visually lower, more dynamic face.

The sculptural geometry under the rear window in the transition to the light strip visually emphasizes the width of the new Audi A5 with light and shadow effects, giving the new Audi A5 Avant* a more resolute, dynamic character.

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On both body shapes, the side window graphics reinforce the sporty, elongated effect of the silhouette. The blisters protruding powerfully from the shoulder area at the front and rear wheels are reminiscent of the Audi Urquattro and a core element of the Audi design DNA. "Making technology visible" is a central design principle of the Four Rings.

The new flush-mounted door handles, which enable the doors to be unlocked electrically via an inductive sensor, fit logically into the clear design. The exterior mirrors are positioned on the door waistline in a sports-car-like manner, thus completing the dynamic overall impression of the new Audi A5 from the side view in addition to the aerodynamic advantages. The sill area has a decidedly sporty design - a light edge under the doors structures the volume and lends the vehicle body visual lightness and agility. On the S line exterior and the S model, the sportiness is further enhanced by a color-contrasting sill trim.

The striking, unmistakably styled rear combines sporty, emotional design and intelligent technology. The combination of the sculptural geometry in the rear end with the continuous, three-dimensionally offset light strip gives the rear of the new Audi A5 presence and visual dynamism. In the new S5 Sedan*, a lip spoiler provides additional downforce.

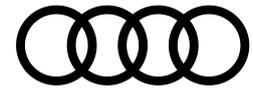
Further highlights visible from the rear are the clear, modern design of the bumper with a dark diffuser - even sportier on the S line exterior - and the high-quality, rectangular exhaust tips. On the TFSI, the exhaust tips are integrated into the diffuser on both sides; on the TDI variants, they appear as a rectangular twin tailpipe on the left-hand side of the vehicle. The S model has the iconic round twin tailpipes on the right and left in a new, sharpened design.

Three exterior versions and eleven colors

The range structure is divided into three exterior versions: basic, advanced, and S line exterior. The S model also has its own exterior. On the S line exterior and the S model, the front air intakes are larger, and the diffuser at the rear is significantly sportier. The sill trims for the S line exterior and S model also contribute to the dynamic character. The trims around the side windows are finished in anodized aluminum as standard. The S line exterior stands out with details in anodized matt anthracite aluminum, while the S model features design elements in anodized matt silver aluminum.

The black exterior package is also available for the S line exterior and the S model. With this, the Audi rings at the front and rear are finished in anthracite gray. The radiator grille and the grill inserts, the sill trims, the door handles, the Singleframe and the diffuser at the rear, the window well trims, and the mirror housings are colored in black, as are the aluminum trim strips around the side windows. The exhaust system also features blacked-out tailpipe trims.

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There are eleven colors to choose from for the new Audi A5, including the Arkona White solid paint finish. Glacier White, Mythos Black, Chronos Gray, and new colors Grenadine Red and Horizon Blue are available as metallic paint finishes. Firmament Blue, Florett Silver, and Daytona Gray pearl effect, the latter of which is exclusively available for the S models or vehicles with S line exterior, complete the range.

Audi Sport also offers Ascari Blue metallic for the S line exterior and S model. The new color Magnetic Grey is reserved exclusively for the "Edition One" with S line exterior and "Edition One" S models. The "Edition One" is a sporty special model for the Sedan and Avant, offered for two years, with exclusive design elements such as trim in a matte magnesium gray chrome look.

Three equipment packages with tech options

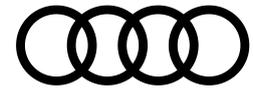
Depending on customers' choices, the new Audi A5 models can be ordered with different equipment packages that bundle a wide range of optional extras. The "Tech", "Tech plus" and "Tech pro" packages build on each other: In addition to exclusive options, the top-of-the-line "Tech pro" package also includes all the optional extras from the other packages.

Highlights of the respective packages include:

- > Tech: full LED headlights, 3-zone air conditioning, Audi MMI plus
- > Tech plus: Matrix LED headlights, passenger display, comfort package plus
- > Tech pro: Digital OLED rear lights, heated steering wheel, heated front and rear seats, adaptive damper control

The wheel range

The new Audi A5 models on the German market roll on 17 and 18-inch light-alloy wheels as standard, depending on the exterior variant and engine specification. For the S line exterior and the S model, 19-inch wheels are standard. There is a choice of 17-inch wheels, also available with aero trims in Scandium Gray, three 18-inch wheels, five 19-inch wheels, and four 20-inch wheels. Audi Sport is responsible for two 19-inch and all 20-inch wheels, including an all-black 19-inch wheel. One highlight is the new forged Audi Sport wheel in 20-inch size. It is the only wheel in the portfolio with a tri-color design.



The new interior design: technology meets comfort

The design of the new Audi A5 interior is based on four characteristic features. Firstly, the interior is designed to be **human-centric**, i.e., consistently geared toward the needs of its users. The second special feature is the **Digital Stage**, a digital stage clearly aligned in front of the driver and front passenger in the form of the Audi MMI displays. With its **Material Driven Design**, the new Audi A5 meets the demand for a generous sense of space with a high level of comfort. The interior's clear structure and logical operation also provide an overview in all situations and form the fourth feature: **Visual Clarity**.

Human Centric

The clear structure of the new interior balances technology, aesthetics, and sustainability. The deliberate placement of elements in the foreground or background creates a three-dimensional spatial architecture individually tailored to the occupants in terms of design and ergonomics and conveys a generous sense of space.

Digital Stage

The digital stage with the Audi MMI panoramic display and the optional MMI passenger display shape the interior. The clearly positioned displays are perfectly integrated into the interior. The slim, free-standing Audi MMI panoramic display features a curved design and OLED technology. While the curved shape of the display ensures optimum accessibility of the touch area, the design of the outer contour creates a strong allusion to the typical Audi single frame.

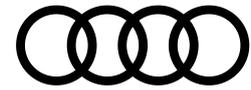
The panoramic display emphasizes the driver orientation of the dashboard and provides a sharpened cockpit feeling, giving the driver a perfect overview. Special ambient lighting sets the digital stage for the driver and makes the curved display appear to float.

Below, the black panel architecture extends from the driver's side to the passenger side, creating space for the optional MMI passenger display. Active Privacy Mode allows the infotainment to be used while driving without visually distracting the driver. At the same time, it offers the option of supporting the driver with navigation tasks, for example. In the base version, a black high-gloss panel is installed here.

Material Driven Design

As a contrast and to balance the digital and technical areas, the new Audi A5* interior features the Softwrap. It runs from door to door across the entire dashboard width and visually stretches the interior horizontally. Together with the fabric panels in the door and the armrests, this creates a homely ambiance. The philosophy of Material Driven Design offers the potential to customize the interior according to your own ideas. The colors and high-quality materials of the interior can also be found in the seats in addition to the Softwrap.

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The materials were also selected from a functional point of view while ensuring a clear design differentiation of the various vehicle areas in the interior. Comfort-oriented areas are emphasized with generous surfaces and soft materials. In contrast, the precisely designed control areas are consistently finished in high-quality, high-gloss black to ensure the necessary clarity when interacting with the vehicle.

The Smart Door Panel is an excellent example of this philosophy of materials. The black-panel-look control element is integrated into the handle of the driver's door and blends seamlessly into the modern interior. It contains the most important functions, such as mirror settings, seat, and door functions, as well as light and visibility settings.

Visual Clarity

Functionality and aesthetics can be found in the interior down to the smallest detail. This design approach is evident in the door opener and air vents. These are connected via a clasp that continues visually from the dashboard to the door trim. The contour light and the exit warning are also integrated into this finely crafted element.

If optioned, the Bang & Olufsen lettering here is also illuminated. Low-lying, slim, horizontally aligned air vents harmoniously complete the overall picture. This highly premium area impressively demonstrates how the clever integration of functions leads to clarity in design.

Interior light design

The clearly designed A5 interior is also showcased in the dark. The contour light in the dashboard and doors emphasizes the width of the interior. The indirect light below the MMI panoramic display and in the center console creates a visual floating effect. The premium materials in the doors are illuminated to great effect.

In addition, there is the dynamic interaction light (IAL) with various functions to support the car's interaction with the occupants. It spans the entire interior width by means of a generous strip. LEDs are installed in the light strip, which means it fulfills three central functions. Firstly, it sets the scene for the interior. Secondly, the welcome function indicates when the vehicle is locked and unlocked. The IAL also provides support when it comes to safety. For example, the dynamic indicator light is visualized, but the IAL remains an additional display and does not replace a turn signal in the Virtual Cockpit. The dynamic interaction light is part of the ambient lighting package plus.

New standards in digital light

With the new A5, Audi is accentuating its leading role in lighting design and technology. The headlights and rear lights have a three-dimensional design and offer optional digital light signatures, bringing the physical and digital worlds together. At the front, the Audi A5 family optionally offers digital daytime running lights with LED technology and second-generation digital OLED rear lights at the rear.

With around 60 segments per digital OLED panel, the A5 is increasingly acting as a display in the vehicle's rear. This enables car-to-x communication and increases road safety. A domain computer controls the communication light and the active digital light signature.

In the case of the second-generation digital OLED rear lights, six OLED panels generate a new image several times per second through 364 segments using a specially developed algorithm. At the rear, all digital OLED segments are used for the active digital light signature. The luminous intensity within the combination rear light does not vary.

With the second-generation digital OLED combination rear light, the Audi A5 family is taking lighting design, functionality, and, therefore, road safety in its class to a new level. The new digital OLED technology characterizes the appearance while also increasing the range of functions.

The technology sets new standards in terms of personalization: With a total of eight digital light signatures included in the Matrix LED headlights combined with the digital OLED taillights, customers can personalize the appearance of their A5/S5 Sedan* or A5/S5 Avant* like never before. The selection is possible via the MMI touch display (Multi Media Interface) and the signatures can also be displayed via the myAudi app. The digital OLED tail lights of the new A5 can communicate with the immediate surroundings (Car-to-X).

Audi has also taken the safety functions to a new level. The proximity detection known from the first generation of digital OLED rear lights has been extended in the A5 - the second generation of digital OLEDs - to include the communication light. For example, it warns other road users in advance of accidents and breakdowns.

In addition to the regular taillight graphics, the communication light in the digital OLED rear light displays a specific static tail light signature with integrated warning symbols in critical driving or traffic situations. In the Audi A5, the brake lights are located behind the individual digital OLED panels - a unique arrangement for an Audi model. This creates a striking three-dimensional shape with the LED tail light and the typically segmented digital light signature, which extends across the vehicle's full width, including the LED light strip.

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Audi MMI panoramic display and head-up display

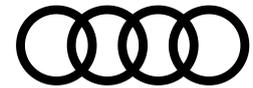
The slim, free-standing Audi MMI panoramic display has a curved design and OLED technology and consists of the Audi virtual cockpit with a 11.9-inch visible screen diagonal and the 14.5-inch MMI touch display.

The display gives the interior a generous and airy feeling of space. With its curved shape, it is oriented towards the driver so that all functions can be operated easily without taking the eyes off the road for long. Special ambient lighting makes the Curved Display seem to float at night.

Audi complements the digital stage for the front passengers with the optional 10.9-inch MMI front passenger display, which is also perfectly integrated into the dashboard design. This allows the front passenger to browse websites, stream video content, assist with navigation, or, for example, search for a gas station. The dynamic privacy mode prevents the driver from viewing distracting content, such as videos, while driving.

The new Audi A5 can be optionally equipped with a new, advanced configurable head-up display (HUD). Audi is thus taking a major step forward in this display technology. The HUD can display a wide range of information, such as speed, active assistance systems, navigation instructions, or media data. For the first time, drivers have the option of controlling vehicle and infotainment functions via the Head-Up Display. The controls also allow scrolling through lists with direct selection using the steering wheel buttons. Thanks to the maximum utilization of the installation space and the adapted projection technology, the perceived image is more than 85 percent larger than before, and the projection is even more precise.

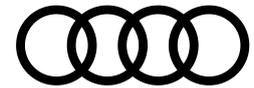
The Audi assistant will also have access to additional online content in future, such as weather and general knowledge. The connection to ChatGPT (provided via Microsoft Azure OpenAI Service) brings knowledge from the Internet into the vehicle in natural language. The Audi assistant automatically recognizes whether a vehicle function is to be executed, a destination is to be searched for, or, for example, a weather forecast is to be called up. Only when the Audi system cannot answer general knowledge questions, for example, are they forwarded to ChatGPT. This is seamless for drivers, as all functions are integrated into the Audi assistant.



E³ enables high-performance networking of the vehicle

With the new electronic architecture E³ 1.2 for the A5, customers experience digitalization in the vehicle more directly than ever before. The name E³ stands for End-to-End Electronic Architecture. Its core elements are five high-performance computers, which Audi calls "High Computing Performance" (HCP). These computers cover all vehicle functions—from the powertrain and the assistance systems to the infotainment and comfort systems to the safety systems and back-end networking.

The E³ architecture is a scalable electronic architecture used throughout the Volkswagen Group. One development focus was on high-performance and secure networking of domain computers, control units, sensors, and actuators to manage more complex systems and maintain modularity. Another goal is a high-performance, seamless backend connection for car-to-x swarm data applications and computationally intensive offboard functions. Audi is gradually implementing the electronic architecture in all future vehicle models.



Extensive range of driver assistance systems

Audi provides a wide range of driver assistance systems in the new A5, the functions of which significantly improve everyday life and road safety for all road users. A rear parking aid with distance display, cruise control and speed limiter, lane departure warning, efficiency assistant, and attention and drowsiness assistant are standard features from market launch.

Additional assistance packages can be configured as an option. These include Adaptive cruise assist plus, which uses high-resolution map data and swarm data from other vehicles calculated in the cloud to optimize traffic sign recognition and assist with acceleration, maintaining speed and distance, and lane guidance. Active front assist combines four assistance functions: front emergency brake assist, evasion assist, turn assist, and front cross traffic assist. Other assistance systems available include traffic sign-based cruise control, park assist plus, and rear turn assist.

Platform with efficient combustion engines and hybridization

The new A5 series is based on the Premium Platform Combustion (PPC), a platform for conventionally powered vehicles with longitudinally mounted engines. This platform works with the E³ architecture. At the same time, the PPC allows gradual electrification - initially in the form of mild hybrids. The PPC combines great variability and state-of-the-art technology with high economic viability.

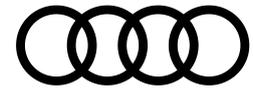
Lower consumption, more agility, and comfort with MHEV plus

The new MHEV plus system, based on a 48-volt onboard electrical system, simultaneously supports the combustion engine, reduces CO₂ emissions, and increases performance. The new powertrain generator (PTG) enables partially electric driving, which reduces fuel consumption. The new MHEV plus system enables the A5 model series to achieve significant advantages in CO₂ emissions and fuel consumption over an MHEV system. They total up to 10 g/km or 0.38 l/100 km for the 2.0 TDI (150 kW front-wheel drive/quattro) (combined fuel consumption in l/100 km (62.1 mi): 5.6-4.7 (42.0-50.0 US mpg); combined CO₂ emissions in g/km: 147-124 (236.6-199.6 g/mi); CO₂ class: E-D) and up to 17 g/km or 0.74 l/100km for the V6 3.0 TFSI (270 kW quattro) (combined fuel consumption in l/100 km (62.1 mi): 7.9-7.4 (29.8-31.8 US mpg); combined CO₂ emissions in g/km: 180-167 (289.7-268.8 g/mi); CO₂ class: G-F)¹.

The PTG can contribute up to 18 kW (24 PS) of electric power to the drive. When decelerating, the PTG recovers energy back into the battery through regenerative braking (recuperation) at up to 25 kW. On slight inclines and when maneuvering slowly, the car can be moved solely by the PTG.

The electric powertrain can be partially used when driving slowly in the city, in slow-moving traffic, for example, on country roads, and when coasting towards a city limit. The PTG is attached directly to the transmission output shaft.

¹ The advantages described with regard to CO₂ emissions and fuel consumption include the influence of the additional weight of the MHEV plus system compared to the MHEV system. Further CO₂-relevant effects at vehicle level, which may result from differences in the drivetrain, weight, or drivetrain losses of the vehicle with the MHEV plus system compared to a reference vehicle with MHEV technology (e.g., further development of the combustion engine or transmission type, changes in rolling resistance, aerodynamics, or weight) are not taken into account.



Compared to the previous model, the recuperation power of up to 25 kW, made possible by the PTG, allows the battery to be recharged more quickly. This, in turn, can be used to propel the vehicle, power the electrical system, and sustain the air conditioning for a short time if required. This significantly reduces fuel consumption and, at the same time, increases comfort and performance.

The response time when setting off is reduced, and the car is noticeably more agile. Another advantage of the system is the option of using an electric air conditioning compressor. This means that even when the combustion engine is switched off - for example, when costing or at a red light - the air conditioning can continue to operate at full power and keep the interior at a comfortable temperature.

The integrated and blending-capable brake control system is used in all drivetrain variants. With this technology, the brake pedal and brake hydraulics are completely decoupled. On models with the MHEV plus system, it allows pressureless braking and achieves the necessary deceleration via recuperation alone - without using the friction brakes. The friction brake only kicks in when the brake pedal is pressed harder. The braking feel remains unaffected by this.

The sophisticated operating strategy of the advanced hybrid system focuses not on electric range but on draining and filling the battery in fast cycles to always provide and recuperate enough electrical power. To ensure high charging and discharging performance of the 48-volt lithium iron phosphate battery, it is integrated into a low-temperature water cooling circuit that maintains the optimum operating temperature range of 25 to 45 degrees Celsius.

Engine portfolio at market launch

The efficient engines in the Audi A5 family cover a wide range, from the conventional entry-level model to the comfortable long-distance runner and the dynamic sports car. The engine, transmission, degree of electrification, and drive type packages are geared towards our customers' expectations.

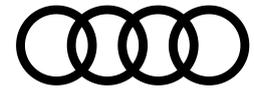
The entry-level engine is a **2.0 TFSI** with 110 kW (150 PS) (combined fuel consumption in l/100 km (62.1 mi): 7.6-6.6 (30.9-35.6 US mpg); combined CO₂ emissions in g/km: 173-150 (278.4-241.4 g/mi); CO₂ class: F-E). This engine is optionally also available with 150 kW (204 PS) (combined fuel consumption in l/100 km (62.1 mi): 7.9-6.6 (29.8-35.6 US mpg); combined CO₂ emissions in g/km: 171-151 (275.2-243.0 g/mi); CO₂ class: G-E). These TFSI engines are equipped with a turbocharger with variable turbine geometry (VTG) and work with a modified combustion process that is particularly fuel efficient under partial load. VTG technology enables a harmonious and agile torque build-up even at low engine speeds in gasoline engines. The turbo four-cylinder is available with a dual-clutch gearbox. The 110-kW variant (combined fuel consumption in l/100 km (62.1 mi): 7.6-6.6 (30.9-35.6 US mpg); combined CO₂ emissions in g/km: 173-150 (278.4-241.4 g/mi); CO₂ class: F-E) is available as a purely front-wheel drive model, and the 150-kW variant with front-wheel or quattro ultra.

The **2.0 TDI** with 150 kW (204 PS) (combined fuel consumption in l/100 km (62.1 mi): 5.6-4.7 (42.0-50.0 US mpg); combined CO₂ emissions in g/km: 147-124 (236.6-199.6 g/mi); CO₂ class: E-D) sets new standards in the A5 with its MHEV plus technology. This two-liter engine from the EA288 evo generation inherits the optimized combustion thanks to a cylinder pressure sensor, TwinDosing for exhaust emission control, and two balance shafts for smooth engine operation from its predecessor. It develops 400 Nm of torque between 1,750 and 3,250 rpm. The 2.0 TDI is available with a dual-clutch gearbox as a front-wheel or quattro ultra drive.

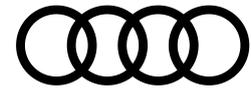
The engine is partially electrified using the new 48-volt MHEV plus system to increase efficiency and comfort. The electric driving parts reduce CO₂ emissions through high recuperation performance. In addition, the comfort of the TDI is further enhanced by a smooth engine start thanks to the 48-volt starter generator. The reaction time when setting off is reduced, and the car is noticeably more agile.

The **S5** as a sports car is based on a 3.0 V6 TFSI engine with 270 kW (367 PS) (combined fuel consumption in l/100 km (62.1 mi): 7.9-7.4 (29.8-31.8 US mpg); CO₂ emissions combined in g/km: 180-167 (289.7-268.8 g/mi); CO₂ class: G-F) and an optimized combustion process, for the first time equipped with a turbocharger with variable turbine geometry (VTG) and MHEV plus technology. A strengthened S tronic dual-clutch transmission in the Audi S5* also lowers the weight on the front axle and makes the vehicle more agile.

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Partial electrification using the new 48-volt MHEV plus system reduces CO₂ emissions thanks to its electrified drivetrain and high recuperation performance. Its fast, dynamic torque build-up underlines the sportiness of the S5*. The standard use of a quattro sport differential with torque vectoring in combination with a variable all-wheel drive clutch is tuned for lateral dynamics at the highest level.



More dynamic chassis and steering design

The handling characteristics typical of the Audi brand have also been further developed in the new A5. As a result of extensive detail work on the suspension and steering, the Audi A5* offers precise, effortless, and largely neutral handling, which can be differentiated significantly more between comfort and sportiness if the optional suspension with adaptive dampers is selected. From now on, only Audi progressive steering is used in the new A5.

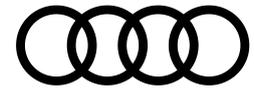
Stiffer steering and suspension mounts on the front axle ensure controlled and precise handling. In addition to the standard steel spring suspension, a sports suspension and the S sports suspension with adaptive damper control are available as options. The sports suspension is standard on the Audi A5 models with S line exterior and on the S models. Both variants of the sports suspension lower the trim level by 20 millimeters.

The brake torque vectoring vehicle function developed by Audi, used for the first time in the Audi Q8 e-tron*, noticeably improves driving. The system becomes active upon turning into a bend. As a result of the targeted braking intervention, the vehicle can turn in even more spontaneously and nimbly, counteracting understeer.

In the entry-level version, the new Audi A5 is offered with 110 kW (combined fuel consumption in l/100 km (62.1 mi): 7.6-6.6 (30.9-35.6 US mpg); combined CO₂ emissions in g/km: 171-150 (275.2-241.4 g/mi); CO₂ class: F-E) and purely front-wheel drive, while quattro ultra is available as an option on all other performance levels of the base models. This quattro technology distributes the drive torque flexibly to drive as efficiently as possible while fully utilizing all the advantages of all-wheel drive for maximum driving safety and dynamics.

A multi-plate clutch can distribute torque between the front and rear axle in a wide range of ways— just as the respective driving situation requires. If the driving situation permits, the rear axle is automatically disengaged completely under partial load for maximum fuel efficiency. The quattro sport differential with torque vectoring, in combination with an adjustable all-wheel drive clutch, is fitted as standard in the S5 models. This gives the Audi S5 excellent lateral dynamics.

**The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*



Market launch and price

With the new A5 family, Audi is beginning the next chapter of its successful history in the mid-size segment. The new Audi A5 and Audi S5* will be launched in November in Germany and numerous other European countries.

The Audi A5 family will be available to order in Germany from July 2024. The Audi A5 Sedan TFSI 110 kW (combined fuel consumption in l/100 km (62.1 mi): 7.5-6.6 (31.4-35.6 US mpg); CO₂ emissions combined in g/km: 171-150 (275.2-241.4 g/mi); CO₂ class: F-E) will be offered in Germany at an entry price starting at EUR 45,200 and will include navigation, an electric trunk lid, and a telephone tray with inductive charging as standard.

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The facts

The most important facts about the new Audi A5

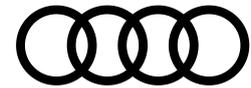
Positioning at a glance

- > New A5 family as the first combustion-engine model series with a new name
- > New Audi design language of the Audi A5 family captivates with sporty design and premium proportions
- > New interior creates customized display landscape and new sense of space
- > New operating concept increases interaction with the vehicle
- > New A5 offers a personal connectivity experience
- > A5 family the first Audi models to be underpinned by the Premium Platform Combustion (PPC)
- > A5/S5 Sedan* and A5/S5 Avant* position themselves in the upper mid-size segment: vehicle dimensions increase in length and width
- > New electronic architecture E3 1.2 with new hardware and software for the A5 family
- > More standard equipment and optional highlights
- > New digital lighting technologies make A5 ready for the future of Car-to-X communication
- > Further developed MHEV plus technology in TDI and S models ensures more efficient powertrains and enables partially electric driving as well as parking and maneuvering using electric propulsion
- > Optimized driving characteristics increase driving enjoyment and ensure a sporty, comfortable, precise, and effortless Audi driving experience
- > Innovations in the suspension, steering, and body emphasize the Audi mid-size model's sportiness

Exterior design and bodywork

- > Sporty premium proportions: new Sedan concept with large rear hatch and enhanced Avant design
- > Low Audi front end with horizontal honeycomb grille and very slim headlights
- > Progressive, clean bumper with aerodynamically effective air curtains in the base
- > S line and S model strongly differentiated from the basic model at the front, with side air intakes and three-dimensional inlets emphasizing air curtains
- > Large, flared wheels and powerfully modeled blisters reminiscent of the quattro
- > Door handles flush with the body in aerodynamic design
- > Dimensions:
 - > Vehicle length: 4,829 mm (Sedan and Avant, plus 67 mm)
 - > Vehicle width without mirrors: 1,860 mm (Sedan and Avant, plus 13 mm)
 - > Vehicle height: Avant 1,460 mm (plus 11 mm), Sedan 1,444 mm (plus 24 mm)
 - > Wheelbase: 2,900 mm (Sedan and Avant, plus 68 mm)

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- > Trunk capacity up to 445 liters (Sedan), up to 476 liters (Avant). With the rear seats folded down, storage space can be increased to up to 1,299 liters (Sedan) and 1,424 liters (Avant)

Lighting technology

- > Second generation of digital OLED combination rear lights: A new level of lighting design, functionality, and road safety
- > Aesthetics in motion: Active digital light signature in the Matrix LED headlights and the digital OLED rear lights intelligently moves light in a new way
- > Dynamic lighting effects when unlocking and leaving the car
- > Top of the range: personalization through eight digital light signatures for daytime running lights via MMI and myAudi app on the optional Matrix LED headlights and optional digital OLED rear lights 2.0
- > Car-to-x communication using second-generation digital OLED rear lights with proximity detection and communication light (specific tail light signature with warning symbol)
- > Around 60 segments per digital OLED panel, six digital OLED panels with a total of 364 segments in the rear light
- > Proximity detection is extended to include communication light

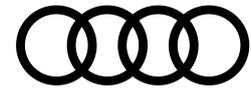
Interior, displays, and operation

- > New interior design with four characteristic features: "Human Centric," "Digital Stage," "Material Driven Design," and "Visual Clarity"
- > Interior concept with clear structures that are consistently geared towards the needs of the users
- > Large screens for vehicle operation and infotainment: slim, free-standing Audi MMI panoramic display in curved design and OLED technology, with 11.9-inch visible Audi virtual cockpit and 14.5-inch MMI touch display
- > Optional 10.9-inch MMI passenger display with Active Privacy Mode, cannot be seen by the driver while driving
- > Optional panoramic glass roof with PDLC technology (Polymer Dispersed Liquid Crystal) for switchable segmented opacity or full opacity
- > Dynamic interaction light (IAL) as part of the ambient light package pro
- > Optional configurable head-up display expanded and individually configurable

Infotainment and networking

- > Innovative operating concept with Android-based touch control and the voice-based assistant "Audi assistant"
- > "Audi assistant" with more than 800 voice-controlled functions for vehicle, infotainment, and air conditioning
- > Integration of ChatGPT into the "Audi assistant"
- > Over-the-air update capability, e.g., updates of infotainment packages
- > Optional 3D Bang & Olufsen Premium Sound System with a total of 20 speakers, including four in the front headrests of the optional sports seat and sports seat plus

**The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*



- > Audi connect services in the vehicle via eSIM with 5G mobile communications standard and 3 GB data per month
- > Smartphone tethering function possible (use of smartphone's data)
- > Phone tray with inductive charging function, 15-watt charging power, and active smartphone cooling
- > Integrated app store with numerous third-party apps directly on the central or optional passenger display
- > Functions on demand: subsequent expansion of vehicle functions in the areas of infotainment and lighting (high beam assistant)

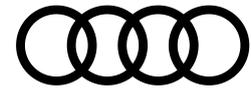
Assistance systems

- > Standard safety features: rear parking aid with distance display, cruise control, lane departure warning, efficiency assistant, and attention and fatigue detection
- > Optional packages with numerous driving assistants available:
- > Emergency Assist reacts to a lack of driver activity by warning the driver visually, acoustically, and haptically. If there is no reaction, the car brakes and steers itself to a standstill
- > Adaptive driving assist plus uses high-resolution map data as well as swarm data from other vehicles aggregated in the cloud to optimize traffic sign recognition and assist with acceleration, maintaining speed and distance as well as lane guidance
- > Active Front Assist combines four assistance functions: Front Emergency Brake Assist, Evasion Assist, Turn Assist, and Front Cross Traffic Assist
- > Park assist plus for convenient and fully automatic parking and reversing
- > Traffic sign-based speed limit with speed adjustment

Drive and efficiency

- > Use of the latest combustion technology in Premium Platform Combustion (PPC)
- > Market launch with two TFSI engines, a diesel engine, and the S models
- > Gasoline engines with modified Miller cycle and turbochargers with variable turbine geometry
- > Entry-level model with front-wheel drive, all other base model engines also optionally with quattro ultra, S model with quattro with sport differential as standard
- > Seven-speed dual-clutch transmission as standard
- > Fuel capacity for TDI models increased to 60 liters
- > Further developed MHEV plus technology:
Partial electrification in the S model and TDI as a further developed mild hybrid (MHEV plus) with 48-volt system: driving partially on electric power is possible, as is parking and maneuvering
- > Electric drive components: starter generator and powertrain generator (PTG) with 18 kW output and up to 230 Nm additional torque
- > Electrically driven air conditioning compressor on models with MHEV plus ensures air conditioning of the interior even when the combustion engine is switched off
- > Water-cooled 48-volt lithium iron phosphate battery with high charging and discharging capacity
- > Significant reduction in fuel consumption and, therefore, CO₂ emissions

**The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*



- > Integrated and blending-capable brake control system (iBRS) for pressure-free braking and necessary deceleration through recuperation without using the friction brake for vehicles with MHEV plus technology
- > Efficiency gains thanks to MHEV plus technology: fuel savings of up to 10 g/km or 0.38 l/100 km for the 2.0 TDI (150 kW front-wheel drive/quattro) (combined fuel consumption in l/100 km (62.1 mi): 5.6-4.7 (42.0-50.0 US mpg); combined CO₂ emissions in g/km: 147-124 (236.6-199.6 g/mi); CO₂ class: E-D) and up to 17 g/km or 0.74 l/100km for the V6 3.0 TFSI (270 kW quattro) (combined fuel consumption in l/100 km (62.1 mi): 7.9-7.4 (29.8-31.8 US mpg); combined CO₂ emissions in g/km: 180-167 (289.7-268.8 g/mi); CO₂ class: G-F)¹

Chassis and steering

- > Precise and effortless driving: revised steering and optimized suspension tuning
- > Defined connection through the newly developed progressive steering with stiffer torsion bar, optimized wishbone bushings, and increased camber on the front axle for precise handling
- > Stiffer suspension design for more immediate reaction to steering commands
- > Tire development with a focus on driving performance and low rolling resistance
- > Optional performance tires in 19 and 20-inch dimensions, standard on the S model
- > ESC in conjunction with more neutral characteristics: more dynamics and tighter curve radii
- > Audi drive select: distinctly perceptible spread of steering and suspension characteristics between comfortable and sporty: comfort, dynamic, efficiency, and balanced modes
- > Optional: two sports suspensions, each with 20 mm lowering and even more dynamic tuning

¹ The advantages described with regard to CO₂ emissions and fuel consumption include the influence of the additional weight of the MHEV plus system compared to the MHEV system. Further CO₂-relevant effects at vehicle level, which may result from differences in the drivetrain, weight, or drivetrain losses of the vehicle with the MHEV plus system compared to a reference vehicle with MHEV technology (e.g., further development of the combustion engine or transmission type, changes in rolling resistance, aerodynamics or weight) are not taken into account.

Production and sustainability

- > Production of the new Audi A5 family at the Audi site in Neckarsulm
- > New systems for pre-treatment and corrosion protection of the bodywork, rotation during dip coating
- > Environmentally friendly integrated "wet-on-wet" painting process and subsequent drying for lower energy consumption, as well as state-of-the-art dry scrubbing with air recirculation for lower energy and water consumption
- > Automated processes in demanding door, flap and fender assembly. Higher throughput, minimization of external factors, and lowered strain for employees
- > Advanced processes to ensure the highest quality, for example, precise inline measuring equipment and control of welded and bonded joints with the support of augmented reality software
- > Temporary fixation of car body components with a globally innovative, virtually flashless joining process. Process supports corrosion protection and increases process speed
- > Water-saving production with its own closed water cycle at the Unteres Sulmtal wastewater treatment plant; target for 2025: saving 70 percent fresh water

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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segment. The brands Audi, Bentley, Lamborghini, and Ducati produce at 21 locations in 12 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2023, the Audi Group delivered 1.9 million Audi vehicles, 13,560 Bentley vehicles, 10,112 Lamborghini vehicles, and 58,224 Ducati motorcycles to customers. In the 2023 fiscal year, Audi Group achieved a total revenue of €69.9 billion and an operating profit of €6.3 billion. Worldwide, an annual average of more than 87,000 people worked for the Audi Group in 2023, more than 53,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.

**The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

Fuel/electric power consumption and emissions values of the models named above

Audi A5 Sedan TFSI 110 kW

Combined fuel consumption in l/100 km (62.1 mi): 7.5-6.6 (31.4-35.6 US mpg);
CO₂ emissions combined in g/km: 171-150 (275.2-241.4 g/mi); CO₂ class: F-E

Audi A5 Sedan TFSI 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 7.5-6.6 (31.4-35.6 US mpg);
CO₂ emissions combined in g/km: 171-151 (275.2-243.0 g/mi); CO₂ class: F-E

Audi A5 Sedan TFSI quattro 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 7.7-6.9 (30.5-34.1 US mpg);
CO₂ emissions combined in g/km: 176-158 (283.2-254.3 g/mi); CO₂ class: G-F

Audi A5 Sedan TDI 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 5.4-4.7 (43.6-50.0 US mpg);
CO₂ emissions combined in g/km: 142-124 (228.5-199.6 g/mi); CO₂ class: E-D

Audi A5 Sedan TDI quattro 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 5.5-5.0 (42.8-47.0 US mpg);
CO₂ emissions combined in g/km: 145-131 (233.4-210.8 g/mi); CO₂ class: E-D

Audi A5 Avant TFSI 110 kW

Combined fuel consumption in l/100 km (62.1 mi): 7.6-6.7 (30.9-35.1 US mpg);
CO₂ emissions combined in g/km: 173-153 (278.4-246.2 g/mi); CO₂ class: F-E

Audi A5 Avant TFSI 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 7.6-6.8 (30.9-34.6 US mpg);
CO₂ emissions combined in g/km: 173-154 (278.4-247.8 g/mi); CO₂ class: F-E

Audi A5 Avant TFSI quattro 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 7.9-7.1 (29.8-33.1 US mpg);
CO₂ emissions combined in g/km: 179-161 (288.1-259.1 g/mi); CO₂ class: G-F

Audi A5 Avant TDI 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 5.5-4.8 (42.8-49.0 US mpg);
CO₂ emissions combined in g/km: 145-127 (233.4-204.4 g/mi); CO₂ class: E-D

Audi A5 Avant TDI quattro 150 kW

Combined fuel consumption in l/100 km (62.1 mi): 5.6-5.1 (42.0-46.1 US mpg);
CO₂ emissions combined in g/km: 147-133 (236.6-214.0 g/mi); CO₂ class: E-D

Audi S5 Sedan TFSI

Combined fuel consumption in l/100 km (62.1 mi): 7.7-7.4 (30.5-31.8 US mpg);
CO₂ emissions combined in g/km: 175-167 (281.6-268.8 g/mi); CO₂ class: F

Audi S5 Avant TFSI

Combined fuel consumption in l/100 km (62.1 mi): 7.9-7.5 (29.8-31.4 US mpg);
CO₂ emissions combined in g/km: 180-169 (289.7-272.0 g/mi); CO₂ class: G-F

Audi Q8 e-tron

Combined electric power consumption in kWh/100 km (62.1 mi): 25.3-19.5;
CO₂ emissions combined in g/km: 0; CO₂ class: A