



**Audi Australia Pty Ltd**

Anna Burgdorf  
Marketing and Communications Director  
T: +61 2 9695 6250  
M: +61 401 990 230  
E-Mail: [anna.burgdorf@audi.com.au](mailto:anna.burgdorf@audi.com.au)  
<http://autodeadline.com.au/audi>

Shaun Cleary  
Corporate Communications Manager  
T: +61 2 9695 6252  
M: +61 478 493 389  
E-Mail: [shaun.cleary@audi.com.au](mailto:shaun.cleary@audi.com.au)  
<http://autodeadline.com.au/audi>

PRODUCT INFORMATION

## The new Audi A5 and S5 Cabriolet

Facts and figures	2
Product highlights at a glance	
The car in detail	4
Everything you need to know about the new A5/S5 Cabriolet	
▶ Exterior design	4
▶ Body	6
▶ Chassis	7
▶ Engines	8
▶ Drivetrain	10
▶ Interior	11
▶ Infotainment and Audi connect	12
▶ Display and controls	13
▶ Driver assistance systems	13
▶ History	14
▶ Audi S5 Cabriolet	15

The drivetrains, equipment and features outlined in this material differ from model-to-model. This information should be read in conjunction with the latest Audi customer specification guide, for clarity on exactly which drivetrains, features and equipment are either, standard, optional and/or available in the Australian market.

## Facts and figures

# The new Audi A5 and S5 Cabriolet

## Exterior design and body

- Sporty front end a with wide, flat Singleframe grille and low-drawn bonnet with power dome
- Sharp, precise, wave-form shoulder line emphasises the sculpturally expressed quattro visualisation at the wheel arches
- Emotional and sporty proportions
- *Length*: 4673 millimetres, 47 millimetres longer than its predecessor / *Wheel-base*: 2765 millimetres, 14 millimetres longer than its predecessor / *Width*: 1846 millimetres, 8 millimetres less than the width of its predecessor
- Height: 1383 millimetres, 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 50km/h
- [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 compared to its predecessor

## Interior

- Four seats, more room: Shoulder room in the front seats increased by 26 millimetres compared to the predecessor model; Knee room in the rear increased by 18 millimetres compared to the predecessor model
- Flawless workmanship, sophisticated materials and new colours
- Seats with pneumatic massage function
- Three-zone deluxe automatic air conditioning with new user interface
- Luggage capacity: 380 litres with the hood closed, 320 litres when open, fully automatic soft top compartment for easier loading and unloading
- Boot lid opens automatically, with sensor control

## 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](#)
- Top infotainment system MMI navigation plus with [MMI touch](#) including [Audi connect](#) with 4G LTE transmission

- [Audi smartphone interface](#) for integrating Apple and Android cellphones into the Audi MMI system (Apple CarPlay and Android Auto)
- [Audi phone box light](#) for 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](#) plus [Audi pre sense basic](#) and [rear](#)

### **Engines**

- three TFSI engines with reduced fuel consumption:
  - 2.0 TFSI with 140kW and 185kW
  - 3.0 TFSI with 260kW in the S5 Cabriolet

### **Drivetrain**

- Seven-speed [S tronic dual-clutch transmission](#) and [eight-speed tiptronic](#), all new generations
- [quattro permanent all-wheel drive](#)
- [Sport differential](#) for 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 50km/h.

The car also impresses with innovative infotainment systems and the intelligent interplay between numerous driver assistance systems.

## Exterior design

4673 millimetres in length, a 2765 millimetres wheelbase, 1,846 millimetres wide and 1383 millimetres 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 emphasises the dynamic looks, as do the short overhangs and the long wraparound bonnet 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 harmonise perfectly with the horizontal lines of the front end. [LED headlights are standard](#) and [Matrix LED headlights](#) are available as an option. 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 optimised the folding roof compared with the predecessor model. The challenge was to rectify a soft top that is 19mm 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 50km/h. The top is available in four colours: black, grey, brown or red. The colour palette for the A5 Cabriolet comprises 15 colours

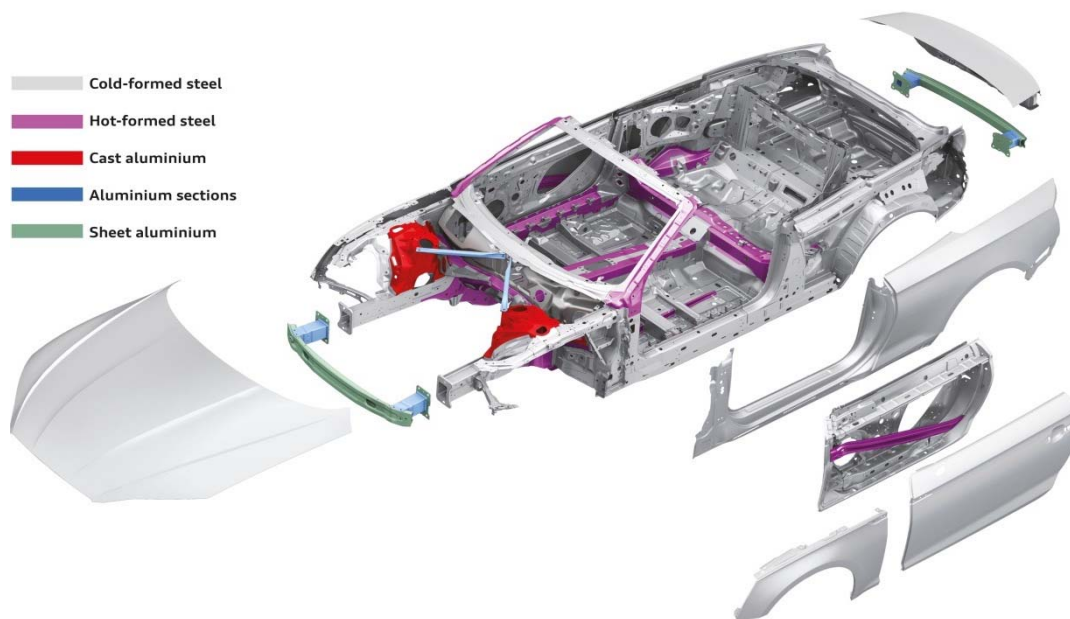


The short rear end is flatter than with the predecessor model. The boot lid ends in a distinctive spoiler lip. Separate reflectors in the lower section of the rear skirt, which is finished in the body colour, emphasise the width of the Cabriolet, which is actually

minimally narrower than its predecessor. The slender, three-dimensionally shaped LED rear lights come standard. 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. The exhaust system is a dual-branch system. It ends in two separate tailpipes on the left and right. The tailpipes have chrome tips..

## 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 25 kilograms. The front-wheel-drive A5 Cabriolet with the 140kW 2.0 TFSI and S tronic transmission, for example, weighs 1600 kilograms.



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 aluminium

sheet profiles; the crash boxes are extruded aluminium profiles. The modular transverse member beneath the instrument panel is a construction of extruded aluminium profiles and aluminium sheets.

In the interior, such things as lightweight carpeting, an aluminium 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. In addition, 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 aluminium 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 millimetre 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 aluminium 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 2765 millimetres are a key foundation for the balanced, sporty suspension tuning. The track width is 1587 millimetres at the front, and 1568 millimetres 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. 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 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, further boosting dynamics and driving safety.

The new Audi A5 Cabriolet is equipped with 18-inch cast aluminium wheels. 19-inch wheels are standard on the 2.0 TFSI quattro and 20-inch wheels will be available at a later date. All tyres have been optimised for rolling resistance, which reduces CO<sub>2</sub> emissions by an average of 2.8 grams per kilometre. Particularly lightweight, 17-inch aluminium fixed calliper brakes ensure optimal braking. Compared with the previous model, the brakes are a combined five kilograms lighter. On the front axle, the internally ventilated discs are up to 338mm in diameter.

**Engines**

A choice of three engines will be available at launch: a 2.0 TFSI with 140 kW and 185kW. The S5 Cabriolet is powered by a newly developed 3.0 TFSI V6 with 260kW.

Compared with the previous model, Audi increased the output of the engines by as much as 9 percent while at the same time clearly reducing fuel consumption. One factor contributing to this reduced fuel consumption is the standard, optimised start-stop system. It deactivates the engine below 7km/h with the S tronic and under 3km/h with tiptronic if the driver steps on the brake, such as when rolling up to a red light.

**PETROL ENGINES**

Audi A5 Cabriolet	2.0 TFSI (140kW)	2.0 TFSI (185kW)
Displacement in cc	1984	1984
Max. power output in kW at rpm	140 at 4200-6000	185 at 5000-6000
Max. torque in Nm at rpm	320 at 1400-4200	370 at 1600-4500



Top speed in km/h	238 (S tronic)	250 (quattro S tronic)
Acceleration 0 – 100 km/h in s	7.9 (S tronic)	6.3 (quattro S tronic)
Fuel consumption (com- bined) in l/100km	5.9 (S tronic)	6.7 (quattro S tronic)
Combined CO <sub>2</sub> emissions in g/km	133(S tronic)	154 (quattro S tronic)
Drive system	Front-wheel drive	quattro permanent all-wheel drive

## 2.0 TFSI

The 2.0 TFSI will initially be available with 185kw. The base engine with 140kW 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 140kW 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.

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 140kW, 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 185kW, 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.

## Drivetrain

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.

Audi offers the new seven-speed S tronic with both 2.0 TFSI engines. 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 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.

quattro drive is available, and distributes power mechanically: Designed as a planetary gear, the self-locking centre 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 S5, Audi complements quattro drive with the [sport](#)

[differential](#), which actively and precisely distributes torque between the rear wheels.. 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 millimetres 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 millimetres and the knee room in the rear by 18 millimetres.



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

High-grade materials, different colours 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 centre console – in 30 colours with the ambient light package.

The seats have been developed from scratch. The base seats are covered in a combination of natural and synthetic leather. 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. The anatomically correct front seats are power adjustable and heated. There is even optional ventilation available for the sports seat. The lumbar support provides a secure hold in 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 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 centre 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 litres. If the top is open, the trunk holds a best-in-segment 320 litres. 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 boot lid of the A5 Cabriolet now opens automatically using the standard remote control key or the button in the driver's door. Gesture control for the boot lid is standard: A proximity sensor in the bumper responds to a kicking motion with the foot – the boot opens automatically once the convenience key is detected.

## **Infotainment and Audi connect**

The 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 include navigation with Google Earth and Google local search.

The [Audi smartphone interface](#) integrates iOS and Android cellphones into an environment in the MMI developed specially for them. The [Audi phone box](#) light 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 utilises 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 aluminium clasps that harmonise 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 colour Audi MMI display in the centre console, measuring 8.3 inches.

The all-digital [Audi virtual cockpit](#) is standard. 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 centre console. The centre of the terminal is the round rotary pushbutton. It can be 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 are grouped together in an assistance package.

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 250km/h. With a manual transmission, it starts at 30km/h. In vehicles equipped with an automatic transmission, the Stop&Go function brakes the car to a complete stop and starts off again automatically at the driver's command.

The traffic jam assist relieves drivers in slow-moving traffic up to speeds of 65km/h 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](#), , [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 85km/h, detects both other vehicles and pedestrians, and initiates full braking in an emergency. The attention assist is also standard. It analyses driver behaviour 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 250km/h – a very helpful tool for maintaining speed within city limits or in construction sites, for example. A host of other equipment is also standard.

## 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-litre V6 engine complete with supercharging delivered 245kW and 440Nm. 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 331kW, accelerated the RS 5 Coupé from 0 to 100km/h in 4.5 seconds, the RS 5 Cabriolet in 4.9 seconds. An option increased the top speed to 280km/h.

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 260kW.

### **Audi S5 Cabriolet**

With its newly developed turbocharged V6 engine, the Audi S5 Cabriolet delivers sports car performance under the open skies. A whopping 260kW, quattro drive and the eight-speed tiptronic provide for top performance: The S5 Cabriolet accelerates from 0 to 100km/h in 5.1 seconds with a top speed of 250km/h. Numerous S-specific details on the exterior and in the cockpit visualise 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 2,995cc and produces 260kW, 15 kW more than the predecessor engine. It delivers 500Nm of torque – an increase of 60Nm – to the drive shaft at just 1370rpm and maintains this torque through 4500 rpm. The top model accelerates from 0 to 100km/h in 5.1 seconds, and on up to an electronically governed top speed of 250km/h.

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 7.9 litres per 100 kilometres – a CO<sub>2</sub> equivalent of 179 grams per kilometre.

Audi S5 Cabriolet	3.0 TFSI
Displacement in cc	2995
Max. power output in kW at rpm	260 at 5400-6400
Max. torque in Nm at rpm	500 at 1370-4500
Top speed in km/h	250
Acceleration 0 – 100km/h in s	5.1
Fuel consumption (combined) in l/100 km	7.9
Combined CO <sub>2</sub> emissions in g/km	179

Drive system	quattro permanent all-wheel drive
Transmission	Eight-speed tiptronic

### **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 160km/h the automatic transmission switches over to an efficient freewheeling mode.

The [quattro permanent all-wheel drive](#) with self-locking centre 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](#) optimises 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. 19-inch alloy wheels are standard, with 20-inch wheels to be available at a later time. At the front wheels, the ventilated brake discs are 350mm in diameter. They are gripped by six-piston fixed callipers painted black with S lettering. Red calipers are standard.

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

The new S5 Cabriolet is sporty but understated. It measures 4692 millimetres in length and is thus 19 millimetres longer than the A5 Cabriolet. Width and height are unchanged from the base model and measure 1846 millimetres and 1382 millimetres respectively. The long wheelbase of 2765 millimetres emphasises 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 aluminium inserts. The exterior mirror housings are also finished in an aluminium look. The rear bumper integrates a distinctive diffuser with aluminium 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 1840 kilograms, 40 kilograms 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 [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 centre.

The standard S sport seats have integrated head restraints, adjustable side bolsters and a pneumatic massage function. Fine Nappa leather in black, rotor grey 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.