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PRODUCT INFORMATION

The new Audi RS 5 Coupé

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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.



The new Audi RS 5 Coupé

Exterior design and body

- first Audi Sport model to feature the new RS design idiom
- inspired by the Audi 90 quattro IMSA GTO
- quattro blisters emphasise the sweeping lines over the wide wheel arches (15mm wider than the A5)
- additional air inlets/outlets at the front and rear
- even sportier Singleframe grille: wider and flatter than on the base model
- **LED headlights** as standard, with **Matrix LED headlights** optionally available with an RS-specific design (darker tint) and dynamic front and rear indicators, as well as three-dimensional LED rear lights
- gross weight lowered by as much as 60 kilograms in comparison to predecessor model
- optional carbon roof (weight reduction: -3 kilograms)
- *length*: 4723 millimetres, +74 millimetres compared with the predecessor model;
wheelbase: 2766 millimetres, +15 millimetres compared with the predecessor model;
width: 1861 millimetres, +1 millimetre compared with the predecessor model; *height*: 1360 millimetres, -6 millimetres compared with the predecessor model

Interior

- RS-specific elements for greater sportiness in the interior
- flawless workmanship, sophisticated materials and new colours
- four seats, generously dimensioned interior with more space:
 - +26 millimetres shoulder room in the front (compared with predecessor)
 - +23 millimetres knee room in the rear (compared with predecessor)

Infotainment and controls

- new MMI control concept with intuitive **free-text search** and **natural language voice control**
- **Audi virtual cockpit** with special RS screen: information on tyre pressure, torque and g-forces, as well as a shift light which prompts the driver to upshift
- Top infotainment system MMI navigation plus with **MMI touch** including **Audi connect**, LTE transmission
- Wi-Fi hotspot for connecting mobile devices
- **Audi smartphone interface** for connecting Apple and Android smartphones
- Bang & Olufsen Sound System with 3D sound, 19 loudspeakers and 755 watts of power



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Driver assistance systems

- up to 30 assistance systems support the driver, including many as standard
- highlights:
 - [adaptive cruise control with stop&go function](#) including [traffic jam assist](#)
 - [park assist](#)
 - [cross traffic assist rear](#)
 - [exit warning](#)
 - [turn assist](#)
 - [Audi pre sense city](#) (standard) as well as [Audi pre sense basic](#) and [rear](#)

Engine

- all-new 2.9 TFSI bi-turbo with 331kW
- 600Nm torque, +170Nm compared with the predecessor model
- from 0 to 100km/h in 3.9 seconds, -0.6 seconds compared with the predecessor model
- maximum speed of 250km/h, optionally 280km/h
- sporty, direct responsiveness thanks to both turbochargers being positioned within the inside V
- enhanced efficiency: 17 percent less consumption (in comparison with the predecessor model), among other things due to the [B-cycle combustion process](#) with central direct injection
- distinctive RS sound with emotive growl of the V6 TFSI

Drivetrain

- [eight-speed tiptronic](#) specially tuned for sporty, dynamic driving
- [quattro permanent all-wheel drive](#) with self-locking centre differential as standard
- electronic Stabilisation Control with three modes and [wheel-selective torque control](#)
- [sport differential](#) standard

Chassis

- five-link construction at the front and rear axles
- RS sport suspension with sportier setup and more direct handling as standard
- RS sport suspension plus with Dynamic Ride Control (DRC)
- new electromechanical power steering, optional [dynamic steering](#)
- dynamic handling system [Audi drive select](#) as standard
- optional high-performance ceramic brake system with perforated 400mm disks at the front



The gran turismo among the RS models: the new Audi RS 5 Coupé

The Audi RS 5 Coupé unites athletic power with harmonious aesthetics and practical everyday usability. It's newly developed 2.9 TFSI bi-turbo engine produces 331kW and delivers 600Nm of torque. The standard quattro drive distributes the power to all four wheels and guarantees traction, dynamism and stability well into the limits of the possible. The car also impresses with innovative infotainment solutions and the intelligent interplay between numerous driver assistance systems.

Exterior design

The new RS 5 Coupé demonstrates its sporty character as a gran turismo at first glance. The designers drew inspiration for the car from the distinctive motorsport details of the Audi 90 quattro IMSA GTO. The front, sides and rear exhibit RS-typical differentiation. Measuring 4723 millimetres in length, the second generation of the RS 5 Coupé is 74 millimetres longer than the predecessor model. The height is 1360 millimetres and thus 6 millimetres lower than previously. At 1861 millimetres the vehicle's width is almost the same as before.

In comparison with the A5 Coupé, the Singleframe radiator grille appears broader and flatter thanks to its new honeycomb structure. It bears both the quattro lettering and the RS 5 emblem. Beneath it, a blade in contrasting color runs between the air inlets, connecting these with one another. These also adopt the three-dimensional honeycomb structure and underline the dynamism of the RS 5 Coupé.

The standard headlights use [LED](#) technology, while the optional [Matrix LED headlights](#) are distinguished by their darker tinted bezels. Alongside them are additional lateral air inlets, which make this top-performing athlete appear even wider and more aggressive.



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The front of the RS 5 Coupé looks sportily aggressive thanks to massive air inlets and RS bumpers with a blade in contrasting colour. The broad Singleframe with high-shine black honeycomb grille and quattro lettering highlights an aluminum-look frame.

A sharply drawn shoulder line in the form of the characteristic wave lends the new RS 5 Coupé an emotively elegant expression. For the first time, it now has a three-dimensional form and thus creates interplay between light and shadow. quattro blisters on the flanks emphasise the pronounced bulges over the wheel arches, which have been widened by 15 millimetres. The widened door sills are painted in the vehicle colour and also feature inserts in black or optionally carbon. The exterior mirror housings are in black look and optionally also in carbon, in the vehicle colour or in matt aluminium.

Sporty accents on the short rear end come in the form of the RS-specific diffuser insert, the oval tailpipes of the RS exhaust system and the vertical air outlets on the outer edges of the LED rear lights. A surface-mounted spoiler lip in black, or optionally in carbon, rounds out the image.

The styling packages – gloss black, carbon and matt aluminium – provide even more customisation options. Overall, the RS 5 Coupé is available in seven colours, with Audi Sport also offering the exclusive paint colour Sonoma green metallic. In the Audi exclusive range, there are also numerous freely selectable exterior paint finishes available.

Body

Just like the entire A5 model family, the new RS 5 Coupé also benefits from a drastic reduction in weight. It weighs in at 1655 kilograms – 60 kilograms less than previously. The body of the new RS 5 Coupé is among the lightest in the segment. Thanks to geometrical lightweight construction and an intelligent mix of materials, it weighs 15 kilograms less than the body of the previous model. The module cross member under the instrument panel, for instance, consists of extruded aluminium

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profiles and sheets, and the front cross member is an extruded profile.

The front strut domes are made of highly integrated cast aluminium parts. Compared to sheet steel components made of many individual parts that are welded together, they are eight kilograms lighter. This construction allows a very stiff connection between the upper links and the body for the best-possible steering response – optimal conditions for dynamic handling.

Hot-formed parts form the high-strength, crash-safe backbone of the occupant cell. They reinforce the transition from the front body to the interior, the front zone of the roof frame, the B-pillars, side sills and parts of the floor. The proportion of these parts in the body structure is 17 percent. A carbon roof with visible fibre structure is also available as an option, delivering a further weight saving of 3 kilograms.

The excellent torsional rigidity of the body is the foundation for a highly precise driving response as well as for peace and quiet on board. This allows the new RS 5 Coupé to be a step ahead of its competitors. Switchable engine bearings ensure comfort at idle. The new RS 5 Coupé also scores top marks for passive safety. In the interior, the adaptive occupant restraint system for the front seats offers outstanding protection. 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.

Chassis

The axle concept of the new RS 5 Coupé enables optimal absorption of longitudinal and transverse forces. A revised five-link construction is used on the front axle. At the rear, a five-link suspension replaces the trapezoidal-link suspension used on the previous model. This benefits the sporty driving characteristics and agility. It also improves comfort significantly. With the standard RS sport suspension, the new RS 5 Coupé sits 7 millimetres lower than the base model. Audi Sport offers the RS sport suspension plus with Dynamic Ride Control (DRC) as standard. It uses steel springs and three-stage adjustable dampers that are connected to one another via diagonal oil lines and a central valve. When cornering at speed, the valves regulate the oil flow in the shock absorber of the spring-deflected front wheel at the outside of the curve. They increase the support provided and reduce pitch and roll movements. They thus connect the vehicle more closely to the road and improve handling. A new damper generation with integrated control valve ensures much more noticeable spread between the individual modes of the Audi drive select system.

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Drivers can create their own personal driving experience using the standard dynamic handling system. [Audi drive select](#) influences the characteristics of both the engine and the steering. What's more, the system also adapts the characteristic curve for shifting, as well as the exhaust flaps and further optional modules to suit the four modes: auto, comfort, dynamic and individual.

As an alternative to the further-developed electromechanical power steering, Audi also offers [dynamic steering](#) with RS-specific tuning. This 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 dynamic handling system. At the cornering limits, the system countersteers with tiny impulses, thus further boosting the dynamism and driving safety. In the dynamic setting within Audi drive select, the superposition of the dynamic steering is stiff in order to support a sportier driving style.

As standard, the RS 5 Coupé rides on 20-inch lightweight alloy wheels with 275/35 tyres. Upon request, additional wheels in various designs are available, among which the new, especially lightweight fully milled wheel. Behind the big wheels are powerful RS steel brakes with perforated composite discs. At the front axle, these have a diameter of 375 millimetres, while at the rear, they measure 330 millimetres. The six-piston brake calipers with RS logos are painted in black, or optionally in red. Upon request, Audi can also equip the front axle with high-performance ceramic brakes featuring six-piston brake calipers and perforated discs with a diameter of 400 millimetres.

Engine

With the newly developed 2.9 TFSI, Audi has drawn upon the legendary 2.7 litre V6 from the first RS 4 Avant. Produced between 1999 and 2001, it delivered 280kW. Just like the 2.7 litre engine, the new high-performance V6 is also designed as a bi-turbo engine. In comparison with its direct predecessor, a freely-aspirated, high-revving V8 unit, its pulling power and efficiency attain a whole other dimension.

From 1900 to 5000rpm, the 2.9 TFSI supplies the crankshaft with an impressive 600Nm of torque, which is 170Nm more than on the previous model. With its 331kW the unit accelerates the new RS 5 Coupé from zero to 100km/h in 3.9 seconds and thus six tenths of a second faster than before.

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AUDI RS 5 Coupé	2.9 TFSI
Displacement in cc	2894
Max. power output in kW at rpm	331 at 5700-6700
Max. torque in Nm at rpm	600 at 1900-5000
Top speed in km/h	250, optionally 280
Acceleration 0-100km/h in s	3.9
Combined fuel consumption in l/100km	8.7
Combined CO ₂ emissions in g/km	197
Drive system	quattro permanent all-wheel drive
Transmission	eight-speed tiptronic

Modular concept: the new V6 generation

The 2.9 TFSI was derived from the 3.0 TFSI used in the Audi S5. Because of the greater forces inside the engine, the valve lift has been shortened by 3 millimetres to 86 millimetres. With its unchanged bore of 84 millimetres, the displacement is 2894cm³. The crankcase integrates thin-walled cylinder liners made of gray cast iron and the crankshaft main bearing has a 2-millimetre larger diameter compared with the 3.0 TFSI.

The crankcase is created from an aluminum-silicon alloy by means of sand casting and weighs just 34 kilograms. The so-called 'deep-skirt' design extends the walls of the crankcase far downwards, which also saves weight. The entire engine weighs just 182 kilograms which makes it 31 kilograms lighter than its V8 predecessor. Gross weight and axle load distribution are the predominant beneficiaries of this in the new RS 5 Coupé.

Typically Audi is the positioning of the exhaust side within the V

Each of the two turbochargers on the 2.9 TFSI is assigned to a single cylinder bank and can build up a maximum of 0.95 bar charge pressure. Like with all new V6 and V8 engines from Audi, the turbochargers are installed within the 90-degree angle of the cylinder banks, and thus the exhaust side of the cylinder heads is on the inside, while the intake side is on the outside of the engine. This layout enables compact construction and short gas flow paths with minimal flow losses – the 2.9 TFSI responds spontaneously to movement of the accelerator pedal.

Fuel savings: the new B-cycle combustion process

The high-output V6 doesn't just impress with its strong performance, but also with its high level of efficiency. In the ADR testing cycle, it consumes just 8.8 litres of fuel per 100 kilometres, which corresponds to 199 grams CO₂ per kilometre. This means a 16 percent consumption saving compared with the previous model. A

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decisive factor in this is the new TFSI combustion process from Audi, which is known as the **B-cycle**. It has been specifically designed for the partial-load range, which is the predominant operating mode during normal use.

In the induction tract, the intake valves close well before the piston reaches bottom dead centre. This very short opening time keeps the fresh gas flow comparatively small. When the piston moves back up again after reaching bottom dead centre, the compression phase starts later than usual. This allows a high geometric compression ratio of 10.0:1 – the combustion then takes place in a relatively small volume. In comparison to the short compression phase, the expansion phase is extended, which results in a high level of efficiency.

In the classic Miller cycle, the reduced cylinder charge is detrimental to torque and power output. These aspects have been neutralised by Audi thanks to the implementation of turbocharging and the two-stage **Audi valvelift system (AVS)**. The four camshafts of the 2.9 TFSI can each be adjusted by 50 degrees crank angle. At higher load and engine speed ranges, AVS closes the inlet valve later. The opening time increases from 130 to 200 degrees crankshaft angle, while at the same time the valve lift increases from 6.0 to 10.0 millimetres. Cylinder charging also increases considerably – the 2.9 TFSI revs up powerfully and delivers an impressive output.

An important component of the **B-cycle combustion process** is the central position of the injectors in the combustion chamber. In the area around the inlet valve, this makes possible a geometry which, in interaction with the inlet ports, allows for targeted mixing up of the fuel charge. The common-rail system injects the fuel into the combustion chamber with 250 bar of pressure – the high injection pressure ensures a homogeneous spray pattern and consequently a uniform propagation of the flame front.

Separate circuits: thermal management

A further efficiency component of the 2.9 TFSI is the thermal management system. The crankcase and the cylinder head have separate coolant circuits. After a cold start, the switchable water pump controls the flow of coolant through the engine so that the oil is warmed up as quickly as possible. The exhaust manifolds are integrated in the cylinder head, and coolant circulates around them which helps ensure rapid warming up. When the engine is warm, this technology lowers the exhaust temperatures – consumption drops drastically, especially when driving in a sporty way. The great efficiency of the V6 bi-turbo is also partly to do with low friction. For example, the fully adjustable oil pump only builds up as much pressure as necessary.

The chain drive uses a new concept to reduce the drive power required: the crankshaft drives the balancer shaft via gears, with the shaft lying far down in the V of the

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cylinder banks. From here chains run to the four camshaft sprockets. These are tri-oval in shape, i.e. they have a slightly triangular shape, in order to compensate for peak forces. The balancer shaft rotates on roller bearings with particularly low levels of friction.

Powerful: the sound of the V6 bi-turbo

Even just starting the vehicle, it has a distinctive sound. At high loads, the flaps in the exhaust system open in order to provide an even fuller sound. Using the standard dynamic handling system [Audi drive select](#), the driver can control the opening and closing of the flaps themselves – on the standard RS Sport exhaust system with black tailpipe trims. The intake system of the V6 bi-turbo has also been extensively optimised: pipes in polished stainless steel allow the unhindered flow of the air inwards.

Drivetrain

The fast, spontaneously and sportily shifting [eight-speed tiptronic](#) with optimised shift times is standard on the new RS 5 Coupé. The layout of its gear sets and shifting elements results in low drag torques and thereby to a high efficiency level. Its large number of gears makes it possible to operate the engine close to its ideal load point. The lower gears have short, sporty ratios, while the upper gears are long in order to reduce revs and fuel consumption.

The driver can select between the D and S modes and can use the special RS shift paddles on the steering wheel for manual gear changes. All commands are transmitted to the transmission electrically – by wire. The dynamic starting function controls starts with optimum traction. Using it, the RS 5 Coupé can unfold its full acceleration potential. Prerequisite: the ESC sport mode must be active and the selector lever must be in the S position.

Dynamic power distribution: the quattro drive

The [quattro permanent all-wheel drive](#) is a unique selling point in the segment. With its asymmetrically dynamic setup, it makes a great contribution to the sporty yet stable handling of the new RS 5 Coupé. In regular driving, the system delivers slightly more power to the rear axle. Its purely mechanical centre differential directs 60 percent of the torque to the rear axle and 40 percent to the front. If slip occurs at one axle, most of the power is rapidly redirected to the other axle – up to 70 percent to the front or up to 85 percent to the rear axle. These high locking figures enable a clearly defined torque distribution and precise interplay with control systems.

The standard [Sport differential](#) with RS-specific tuning ensures an even more dynamic

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response when cornering and accelerating. It distributes the torque actively and in a targeted manner between the rear wheels. In the latest generation, the differential now weighs around one kilogram less.



The [wheel-selective torque control](#) rounds out the work of the quattro drive system. When cornering fast, it applies precisely calculated brake interventions at the wheels on the inside of the curve before they begin to spin. The difference between propulsive forces at the wheels makes the car turn into the curve ever so slightly – agility, precision and stability are all further improved.

Tuned specifically to the RS: stabilisation control with three modes

The developers have applied RS-specific tuning to the Electronic Stabilisation Control (ESC) and the anti-slip control. In addition to the normal mode, there is also a sport mode in which the ESC intervenes later. This mode provides additional driving pleasure, and also enables controlled drifting on low-friction road surfaces. If the driver pushes the button for longer than three seconds, the ESC switches off completely to allow particularly sporty handling.

Interior

The increased dimensions of the gran turismo, the 15-millimetre longer wheelbase 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

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knee room in the rear by 23 millimetres. The central armrest in the front with storage compartment, the big door pockets, two cup holders and a new, closed stowage compartment beneath the rotary light switch further increase the car's everyday usability. One standard feature offering additional convenience to the driver and front passenger is the seat belt height adjustment featuring extending and retracting power belt feeds.

The rear bench seat provides space for two passengers and integrates a practical stowage tray between the two seats, as well as a folding armrest. The backrests can be folded forward in the ratio 40:20:40 using the remote unlocking feature in the boot.

The luggage compartment offers 10 litres more volume than before.

It now holds a best-in-segment value of 465 litres. The tailgate opens automatically with standard sensor control. With this, a proximity sensor in the rear bumper reacts to a kicking motion. The tailgate unlocks and opens automatically if the advanced key is detected.



Sporty interior in black and red: the flat-bottomed RS sport leather steering wheel is standard, as are the stainless steel pedals and RS sport seats. They are covered in fine Nappa leather with honeycomb pattern.

The optional red contrasting stitching adds emphasis to the steering wheel, centre console, armrests, seats and floor mats. Carbon decorative trim underlines the dynamic appearance.

The horizontal architecture of the instrument panel creates a vast sense of spaciousness in the high-quality, superbly appointed interior of the new RS 5 Coupé. As standard, it welcomes the driver and passengers with illuminated door sills bearing the RS 5 logo. LED light guides trace the contours of the doors and the centre console – doing so in 30 different colours with the ambient lighting.

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The interior is black. RS sport seats with rhombus pattern and embossed RS emblem underline the character of the high-performance Coupé. The RS sport seats are in fine Nappa leather with honeycomb pattern and contrasting stitching. They are also available in perforated Milano leather with ventilation.

The flat-bottomed three-spoke RS multifunction sport leather steering wheel features multifunction buttons for convenient operation of the infotainment system. Equally integrated are high-gloss black shift paddles with aluminium elements. The steering wheel rim bears the RS badge, as does the RS-specific shift gate. An additional optical highlight is the optional RS design package. It brings the sporty contrast colour red into play on the centre console as well as on the armrests, the seat belts and the floor mats with RS logo. The steering wheel, selector lever and knee pads are all covered with Alcantara.

Infotainment and Audi connect

A comprehensive infotainment offering ensures the greatest level of entertainment on-board the new RS 5 Coupé. The standard MMI navigation plus with [MMI touch](#) features an 8.3-inch monitor with a resolution of 1024 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. The [Audi connect](#) hardware module is equally included. It connects the high-performance Coupé with the internet using LTE technology.

The [Audi smartphone interface](#) integrates iOS and Android cellphones via Apple CarPlay and Android Auto respectively into an environment within 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.

Concerning the topic of hi-fi, too, the RS 5 Coupé sets new standards. 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 19 speakers.

Display and controls

The all-digital [Audi virtual cockpit](#) is standard. With a resolution of 1440 x 540 pixels, the 12.3-inch TFT display provides detailed and selectable graphics. As with all RS models, the RS screen supplements the infotainment and classic displays. It places the rev counter with integrated digital display for speed in central focus. The driver

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can configure other displays around this, such as torque (in Nm), power (in percent), tyre pressure and temperature (in bar/°C) and g-forces. The rev counter also serves as a shift indicator: if the eight-speed tiptronic is in manual mode, green, orange and red segments are activated sequentially as the revs increase. Just before the engine reaches the limit, the entire scale flashes red. The lap timer, a further function of the RS menu, records up to 99 laps and compares the times against each other. Also displayed is the status of important technical components, such as the temperature of the tyres, engine oil and transmission fluid, as well as tyre pressure.

The [head-up display](#) projects all relevant information onto the windscreen in the driver's direct field of vision as easily comprehensible symbols and digits. Drivers can then keep their eyes on the road.

Operation of the infotainment system occurs via the round rotary push-button on the broad, asymmetrically designed centre console. It can be optionally ordered with a touch-sensitive touchpad on its surface for entering characters as well as for multi-finger gestures. Furthermore, the driver can select functions by means of [natural language voice control](#), which recognises many phrases from everyday life. The intelligent [free text search](#) function delivers search results after only a few characters have been entered and, together with the multifunction steering wheel, it rounds out the operating concept.

The RS 5 Coupé has a deluxe automatic climate control system. It 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 sensory switches, its function is shown enlarged on the dark LCD display and can be selected by pushing the button. Rear seat passengers set the temperature using a separate control unit in the rear center console.

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With 30 standard driver assistance systems, the new RS 5 Coupé is superior to its competitors. 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 \(ACC\) with stop&go function](#) including [traffic jam assist](#). The ACC keeps the RS 5 Coupé at a safe distance to the vehicle in front by automatically accelerating and braking. The driver can choose between five distance stages and adjust acceleration and system response via Audi drive select. The system works together with tiptronic over the entire speed range from 0 to 250km/h. The stop & go function brakes the vehicle to a standstill and enables automated restarting at the driver's request. In slow-moving traffic up to 65km/h, traffic jam assist decelerates and accelerates the vehicle autonomously. On well-built roads, it can temporarily also take over steering. Within the system limits, the car automatically follows the vehicles ahead, thus relieving the strain on the driver.

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 the driver to drive around an obstacle and thereby 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](#) and [Audi active lane assist](#).

The new RS 5 Coupé is equipped with the [Audi pre sense city](#) system. It monitors the road, detects both other vehicles and pedestrians, and initiates full braking in an emergency. [Audi side assist](#) warns the driver from a speed of 15km/h as soon as the sensors detect a vehicle in the blind spot or if a vehicle rapidly approaches from the rear. In such cases, an LED lights up in the exterior mirror.

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The [speed limiter](#), a standard feature, can be set to a speed between 30 and 250km/h as desired by the driver – a very useful tool in cities or when driving through roadworks, for example. In the case of initial signs of driver inattention being detected, the system issues a warning which recommends taking a break.