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Audi News

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Information on the current model range can be found on the CD-ROM and at www.audi-mediaservices.com

The equipment, data and prices stated here refer to the model range offered for sale in Germany. Subject to amendment; errors and omissions excepted.

The Audi A4 allroad quattro: A Vehicle that knows no Boundaries

A vehicle that knows no boundaries: Audi is launching the A4 allroad quattro. With its permanent all-wheel drive and increased ground clearance, the A4 can handle any road or trail; it also offers driving pleasure – even on unpaved surfaces. Naturally, the Audi A4 allroad quattro features all the innovative technologies which impart to the A4 model line its superiority: a range of powerful and highly energy-efficient engines, Audi drive select (intelligent handling technology), the high-tech S tronic transmission, and innovative communication and assistance systems. The vehicle will be available in early summer at a basic price of 37,100 euros.

The design of the Audi A4 allroad quattro recalls the A4 Avant: crisp lines enclose tastefully curved surfaces and the low roof line establishes a coupé-like silhouette. Striking details re-interpret this model line's sporty elegance. The moon-gray single-frame radiator grille bears vertical chrome strips; an accentuated bumper and large air inlets underscore this vehicle's unique identity. Chrome rings encircle the fog lights. And in the option featuring xenon plus headlights, light-emitting diodes comprise the daytime running lights and taillights. Underneath the front end and tail end, the A4 allroad has a stainless-steel underbody guard.

Viewed from the side, the vehicle dazzles with flared wheel arches, angular sills (available with stainless-steel insert strips), and large wheels – 17-inch wheels in 7-arm design are standard. The roof is capped off by an offset rail with two high crosspieces. The width of the A4 allroad quattro is emphasized by the rear bumper's distinctive styling and the integrated horizontal reflectors. On the 2.0 TDI, the two exhaust tailpipes appear side by side; on the 2.0 TFSI and 3.0 TDI, they terminate to the left and to the right.

Body and Luggage Compartment

The Audi A4 allroad quattro is a truly expressive car. Its measurements include: 4.72 meters (*15.49 ft*) in length, a wheelbase of 2.81 meters (*9.22 ft*), 1.84 meters (*6.04 ft*) in width, and 1.50 meters (*4.92 ft*) in height. It also features greater ground clearance than the Audi A4 Avant: 180 millimeters (*7.09 inches*) when the Audi A4 allroad quattro is unloaded.

Audi has created a vehicle body consisting primarily of high-strength and ultra-strong steel panels – which, in turn, reduce the car's weight while enhancing its rigidity, vibrational comfort, and impact safety. An array of precisely arranged metal sections protects passengers in the event of an accident.

In addition to the two front airbags, which take into consideration the precise positions of the driver and front-seat passenger, there are side air bags in the front and, optionally, in the rear as well. Last but not least, a head-protection airbag system also stands at the ready. The integral head-restraint system in the front diminishes the risk of whiplash in the event of a rear-end collision.

The luggage compartment's base capacity is 490 liters (*17.30 cubic feet*). This can be increased, however, to an impressive 1,430 liters (*50.50 cubic feet*) and a length of 1.78 meters (*5.84 feet*) by folding down the split rear-bench backrest, which optionally features a load-through hatch with removable ski bag. The hatch is exactly one meter wide (*3.28 feet*). The luggage compartment boasts an ingenious design which enhances its use and is lined with high-quality carpet.

Befitting its character, the A4 allroad quattro has a wealth of practical flourishes: the luggage-compartment cover and the partition safety netting are stored in separate compartments; a mere tap of the hand triggers the cover to automatically retract upward. Additional standard equipment includes fastening rings and bag hooks as well as a shelf on one side with an adjustable net.

Every Audi A4 allroad quattro also has a reversible loadliner, the underside of which has been designed as a dirt-resistant tray. Optional equipment includes a reversible mat, a 12-volt outlet, an electromechanical assembly for the tailgate, and a load-securing set with a telescopic rod and strap retainer. The load-securing set's two rails in the floor allow the luggage compartment to be divided as required.

Interior

Refined touches, uncompromising quality and flawless functionality: the interior of the Audi A4 allroad quattro embodies all the strengths for which Audi is renowned. The cockpit clearly serves the driver. Among the control unit's highlights: the standard electromechanical handbrake – which has replaced the lever on the center console with a button – and the central on-board monitor. A color display complements the concert or symphony sound system, or the MMI navigation system plus; the MMI's offset control unit is housed in the center console.

Customers can choose one of several different trim materials: an exclusive allroad fabric, two types of leather, or an Alcantara/leather combination. The fabric designs are available in two colors and the leather trim in seven colors (two of which feature sporty contrasting stitching). Standard inlays are micrometallic platinum; options include aluminum trigon, natural fine-grain ash, laurel nutmeg, and walnut brown. Carpeting is made of velour; the headlining is star silver, linen beige, or black (optional). Many of the operating controls gleam thanks to their standard aluminum look; the door sill trims bear special allroad logos.

As for seats, Audi offers a seat-heating system, electrical adjustability, a sporty version with pronounced side sections, and climate-controlled comfort seats. The latter not only can be heated, but also deliver relief on hot days thanks to an integrated cooling unit with small fans. The long wheelbase of the A4 allroad quattro ensures plenty of interior space – even on the rear bench seat.

The Engines

Audi will initially offer three different engines for the A4 allroad quattro: a gasoline engine and two diesel engines. All three are turbocharged direct-fuel-injection engines. They command respect due to excellent performance, impressive pulling power, smooth running, and high fuel efficiency. The engines are further bolstered by pioneering technologies arising from Audi's modular efficiency expertise. For example, all three units boast a standard on-board recuperation system, which converts mechanical energy into electrical energy during deceleration.

The 2-liter TFSI – voted “Engine of the Year” on four consecutive occasions by an international panel of experts – incorporates three high-end technologies: FSI direct gasoline injection, the turbocharger, and the Audi valvelift system, which boosts pulling power by means of a variable control system. Between 1,500 and 4,200 rpm, the four-cylinder engine delivers 350 Nm of torque to the crankshaft. Peak output is 155 kW (211 bhp). In addition, the 2-liter TFSI propels the Audi A4 allroad quattro to 100 km/h (*62.14 mph*) in just 6.9 seconds, and to a top speed of 230 km/h (*142.92 mph*). On average, it consumes a mere 8.1 liters of fuel per 100 km (*29.04 mpg*).

As for the 2.0 TDI, the successor to the most successful diesel engine ever, a common-rail system providing injection pressure of 1,800 bar ensures excellent driving refinement. The two-liter diesel engine delivers 350 Nm between 1,750 and 2,500 rpm. A respectable 125 kW (170 bhp) provides admirable output, yet requires just 6.4 liters of fuel per 100 km (*36.75 mpg*). The Audi A4 allroad quattro 2.0 TDI reaches 100 km/h (*62.14 mph*) in 8.9 seconds and a top speed of 213 km/h (*132.35 mph*).

The very best of the three engines is the 3.0 TDI. This V6 diesel produces 176 kW (240 bhp) and transmits 500 Nm of torque to the crankshaft at 1,500 to 3,000 rpm. The 3.0 TDI in conjunction with S tronic propels the Audi A4 allroad quattro to 100 km/h (*62.14 mph*) in 6.4 seconds, and tops out at 236 km/h (*146.64 mph*). On average, the three-liter engine sips only 7.1 liters of fuel per 100 km (*33.13 mpg*). Like the other two engines, it already meets the EU's Euro 5 emission standard.

The Driveline

The 2.0 TDI transmits its power to a six-speed manual transmission. The 3.0 TDI and 2.0 TFSI feature the next generation of Audi's dynamic and very efficient S tronic. This innovative dual-clutch transmission switches extremely smoothly among its seven gears within a few hundredths of a second. S tronic also excels thanks to its high efficiency ratio and a broad spread of the gear ratios. The seven-speed S tronic has a fully automatic mode at the ready: the driver can shift as required, if necessary via shift paddles on the steering wheel.

In the Audi A4 allroad quattro drivetrain, the differential is in front of the clutch and immediately behind the engine. This technical stroke of genius made it possible to reposition the front axle much closer to the vehicle's front end, in turn allowing for a long wheelbase and an ideal distribution of the axle loads. The benefits include steady straight-line stability, superb ride comfort, and excellent driving dynamics.

The Audi A4 allroad quattro features quattro permanent all-wheel drive as standard equipment. Its purely mechanical center differential favors the rear, distributing power at a 40:60 ratio to the front and rear axle. If necessary, the quattro permanent all-wheel drive can route up to 65 percent to the front or as much as 85 percent toward the tail end.

The Chassis

The width of the Audi A4 allroad quattro lays the foundation for its driving dynamics. The car's track is 1,583 mm (*62.32 in.*) at the front and 1,574 mm (*61.97 in.*) at the rear – some 20 mm (*0.79 in.*) wider, respectively, than the A4 Avant. The body is higher on account of a new chassis with longer springs, which – like the new shock absorbers – combine sportiness with comfort. The standard, 17-inch lightweight alloy wheels are fitted with 225/55 tires. At a diameter of 690 millimeters (*27.17 inches*), even this standard configuration looks rather imposing. For the time being, Audi is also offering 18-inch wheels.

The chassis in the A4 allroad quattro retains all the advantages which distinguish the A4 model line. Steering is straightforward and responsive. A steering box beneath the wheel conveys the driver's input directly to the wheels. The five-link front suspension and the self-tracking trapezoidal-link rear suspension consist largely of aluminum to reduce unsprung weight. 16-inch brakes with excellent cooling behavior provide for rapid deceleration. It should come as no surprise that the A4 allroad quattro offers sportiness, comfort, and stability – onroad and offroad. After all, it is an A4.

On rough terrain, the A4 allroad quattro relies on a high-tech feature of its Electronic Stabilization Program (ESP): the Offroad Detection (ORD) technology automatically identifies the type of driving surface and adjusts the ESP's control parameters accordingly. When the driver depresses the gas pedal, ESP increases propulsive power by tolerating more wheel spin than otherwise. If necessary, it will override for a time in the interests of safety.

On paved roads, Audi drive select further enhances the joys of driving. This control system automatically and perfectly adapts the personality of the Audi A4 allroad quattro to the driver's preferences. Audi drive select namely evaluates the engine's throttle response, the Servotronic power steering, and S tronic's shift points in automatic mode. The driver can freely switch among three different engine maps: comfortable, standard, and sporty. And MMI navigation plus provides yet another on-board control option, and is individually programmable.

Audi drive select can be paired with Audi dynamic steering. It consists of a superimposed gear system, and varies the steering ratio as well as steering assistance in a continuously variable manner. Audi drive select functions directly at low speeds and indirectly at high speeds. At the vehicle's cornering limit, the dynamic steering keeps the A4 allroad quattro on course via split-second corrective actions – subsequently obviating extensive ESP intervention.

Equipment Packages

The Audi A4 allroad quattro will be available at dealerships early this summer at a basic price of 37,100 euros. It is generously equipped with 17-inch lightweight alloy wheels, fog lights, a headlight washer system, roof rails, a convenient luggage-compartment cover, a reversible loadliner, an automatic climate-control system, an electromechanical handbrake, and a sound system with CD player.

Optional equipment also includes a multitude of attractive features. The high-beam assistant automatically switches between high beams and low beams. The two-part panoramic glass roof with an electrically operated interior shade suffuses the interior with sunlight and fresh air. And the electromechanical tailgate, the ingenious three-zone climate-control system, the xenon plus headlights with LED daytime running lights and LED reverse lights, and the climate-controlled comfort seats are all luxurious options.

If a customer so desires, they can take delivery of an A4 allroad quattro with innovative assistance systems straight from the luxury class. Audi lane assist helps the driver to remain in a given lane, while Audi side assist makes it safer to change lanes. Adaptive cruise control is a radar-assisted cruise-control system which detects vehicles ahead and maintains the proper following distance by braking and accelerating on its own. Should the rate of deceleration for some reason not suffice, the system alerts the driver via one of two alarms based on the extent of danger.

Audi also offers top-notch multimedia options. The world-class MMI navigation plus system belongs to Audi's cutting-edge generation of new high-tech devices. It integrates a color display with three-dimensional maps, a DVD player, a voice-activated unit facilitating whole-word commands, and a large hard disk drive which stores data for navigation, music, and phoning. MMI navigation plus can be rendered even more sophisticated by means of tuner modules which enable digital TV/radio reception. Last but not least, a Bang & Olufsen sound system indeed constitutes a luxurious extra: its 14 speakers delivering 505 watts create breathtaking surround sound.

The Audi TT RS: A Pure Driving Machine developing 340 bhp

Audi is once again producing a five-cylinder engine – and a very special one at that. Arriving at dealerships this summer, the TT RS has a turbocharged 2.5-liter engine with direct gasoline injection; it produces 250 kW (340 bhp) and 450 Nm (331.90 lb.-ft.) of torque. The blazing five-cylinder engine enables the TT RS to perform extraordinary feats. In conjunction with quattro permanent all-wheel drive and a high-performance chassis, the engine makes the compact Audi TT RS a top-notch sports car – available as a coupé or roadster.

Sporty five-cylinder gasoline engines have a long legacy at Audi. The most famous is arguably the turbocharged 2.1-liter engine in the Audi quattro. The first version, which was launched in 1980, offered an impressive 147 kW (200 bhp). And the Sport quattro from 1984, directly inspired by motorsport, delivered a whopping 225 kW (306 bhp). For 25 years, turbochargers and quattro have been a dynamic formula for success.

Audi has resumed using this recipe. Designed from scratch, the five-cylinder engine combines a turbocharger with FSI direct gasoline injection to elevate the TT RS to a high-performance sports car. The TFSI delivers 250 kW (340 bhp) from a displacement of 2,480 cc (*151.34 cu in*): a specific output of 100.8 kW (137.1 bhp) per liter.

The power-to-weight ratio is also outstanding. In the case of the Coupé, which weighs in at a mere 1,450 kilograms (*3,196.70 pounds*), the power-to-weight ratio is just 4.3 kilograms per bhp. The Roadster has a weight of 1,510 kilograms (*3,328.98 pounds*) and a power-to-weight ratio of 4.4 kilograms per bhp – thanks to its extremely lightweight and largely aluminum body constructed as per the Audi Space Frame principle.

The TT RS Coupé rockets from 0 to 100 km/h (*0 to 62.14 mph*) in 4.6 seconds; the Roadster needs just a tenth of a second longer. The limited top speed of 250 km/h (*155.34 mph*) is merely the official figure for both versions; as an option, Audi can increase it to 280 km/h (*173.98 mph*).

Almost even more impressive is the aggressive pulling power. The maximum torque of 450 Nm (*331.90 lb.-ft.*) is always available between 1,600 and 5,300 rpm. In addition, the TT RS overtakes without the slightest effort. Last but not least, its engine makes passengers' skin tingle time and again thanks to its speedy and powerful response, its inspiring free-revving character, and its unmistakably guttural tailpipes: five-cylinder classical music by Audi!

Compact and Lightweight: The Five-cylinder TFSI

As an uncompromising sports-car engine, the 2.5-liter TFSI is ultra-compact. Just 49 centimeters (*19.29 inches*) in length, it is ideally suited for transverse installation in the TT RS. And its weight of just 183 kilograms (*403.45 pounds*) also sets a record. The crankcase is made of vermicular-graphite cast iron. This high-tech material unites the utmost in strength with low weight; it has otherwise only been used for the large TDI engines from Audi. Perfectly placed reinforcements enhance the block's loadability. The lightweight cylinder head, the pistons, and the connecting rod are lightweight as well as high-strength.

The ultra-powerful five-cylinder engine is extremely fuel-efficient, requiring an average of just 9.2 liters/100 km [*25.57 mpg*] as regards the Coupé (Roadster: 9.5 l/100 km [*24.76 mpg*]). Switchable flaps in the intake manifold mix the incoming air in a calculated configuration. Injected at a pressure as high as 120 bar by the common-rail system, the gasoline swirls intensely in the combustion chamber – which in turn cools the walls. This subsequently facilitates a compression ratio of 10.0:1, which is very high for a turbocharged engine. Both of the adjustable camshafts, controlled via chains, also enhance charging efficiency with respect to the air-fuel mixture.

The large turbocharger generates up to 1.2 bar of boost pressure. The intercooler, fed air ideally by the lower segment of the single frame radiator grille, reduces the temperature of compressed air by over 80 percent at full load.

When an Audi TT RS driver pushes the standard Sport button on the center tunnel, a flap installed in the left exhaust tailpipe renders the exhaust noise even more robust and intense while boosting engine responsiveness. An optional Sport exhaust system is available with matt black tailpipe trims and sound flap.

For Purists: The Driveline

The Audi TT RS is the first classic sports car in the Audi RS family. Like the RS 4 and the RS 6, the Audi TT RS was developed by quattro GmbH as a pure, no-holds-barred driving machine. A new six-speed manual transmission conveys the engine's tremendous power, and permits easy and precise operation thanks to a specially designed shift lever boasting particularly short shift travel. The transmission's defining characteristics are a high efficiency ratio and a sportily narrow spread of the gear ratios.

The Audi TT RS features quattro permanent all-wheel drive as standard equipment. Its heart lies at the rear axle: an electronically controlled, hydraulic multi-plate clutch. If a situation calls for it, the clutch redirects a majority of the torque input from the front wheels to the rear wheels.

Within milliseconds, a powerful electrical pump in conjunction with an accumulator presses together the clutch's plates via hydraulic pressure. Additions to the quattro powertrain include a constant velocity joint before the propeller shaft and a compact rear-axle differential – both are heavy-duty components.

The quattro drivetrain grants the Audi TT RS outstanding traction, fascinating dynamics, and superb stability. Winding rural routes or some laps around a racetrack allow the superior handling to shine. The precise and responsive steering, the instantaneous reactions of the chassis, the neutrality at the cornering limit, the grip while exiting a curve, and – time and again – the engine’s thrilling power: every mile in an Audi TT RS exudes the distilled essence of sportiness.

High-tech Excellence from Audi: Chassis and Body

The chassis of the Audi TT RS builds on the cutting-edge foundation of the base TT design. The four-link rear suspension, which handles longitudinal and lateral forces separately, plays a crucial role. The electromechanical steering is highly efficient and the power steering adjusts to the vehicle’s speed. With aluminum in the front and sheet steel in the back, the body’s innovative mixture of materials results in a well-balanced axle-load distribution, excellent crash safety, and the outstanding rigidity which lays the cornerstone for the car’s precise handling.

The standard sports chassis, which lowers the body by 10 millimeters (*0.39 inches*), features tightly tuned springs and shock absorbers. The optional Audi magnetic ride adaptive damping system allows the driver to select one of two modes for the shock absorbers by simply pushing the Sport button. Dynamic mode enables the TT RS to hug the road; Comfort mode provides a pleasantly balanced ride perfect for long journeys.

The sportiest version in the TT model line boasts 18-inch wheels fitted with 245/45 tires. They are complemented by mighty ventilated disc brakes, which measure 370 millimeters (*14.57 inches*) in diameter at the front and 310 millimeters (*12.20 inches*) at the rear. So that heat dissipates quickly, the front friction rings are perforated. They, in turn, are connected by hollow pins to the aluminum brake discs, which are encircled by black four-piston brake calipers made of aluminum and bearing RS logos.

The Electronic Stabilization Program (ESP) can be switched off partially or entirely. In Sport mode, the engine does not intervene to monitor traction and, correspondingly, the brakes engage later than otherwise. In the second mode, the ESP is fully deactivated.

The Face of Power: The Exterior

At just 4.20 meters (*13.78 feet*) in length, the vigorously compact Audi TT RS hints at its explosive potential from the very first glimpse. The front spoiler tapers downward into a splitter, reminiscent of a racing car. The large and squared air inlets have diamond-shaped inserts. And the high-gloss black single frame grille with a frame in matt aluminum look and the TT RS badge bear the same styling. The xenon plus headlights with LED daytime running lights notify faraway drivers that an Audi TT RS is approaching.

The sides of the vehicle are accentuated by large wheels in 5 twin-spoke design, vigorous side sills, and exterior-mirror casings in matt aluminum look. At the tail end, the two large oval exhaust tailpipes – spaced apart – are encircled by a diffuser insert. Here, too, is a TT RS badge. A stationary rear spoiler is standard, though customers can opt for one which automatically extends and retracts. Thanks to a drag coefficient of just 0.3, the 2+2-seat coupé and the two-seat roadster glide effortlessly through the wind. Audi offers the TT RS in eight colors. Among them are four exclusive options: Daytona Gray, pearl effect; Mugello Blue, pearl effect; Sepang Blue, pearl effect; and Suzuka Gray, metallic. The Roadster's soft top comes in black or dark gray.

Exclusive Character: Interior and Equipment Packages

The dynamic exterior of the Audi TT RS is matched by the interior. The leather multifunction sports steering wheel has an especially thick rim, is flat-bottomed, and is covered with perforated leather. Integrated in the instrument panel, the driver information system can display boost pressure and oil temperature as well as a lap timer for chronicling feats at the racetrack. The door handles consist of two slim strips – typical of Audi RS models. An automatic climate-control system and the concert sound system are standard, as are an electrohydraulic soft top and an electric wind deflector for the Roadster.

The entire interior is black. The heated sports seats feature an Alcantara/leather combination with silver contrasting stitching and embossed TT RS logos in the front backrests. Additional badges and logos appear on the steering wheel, in the rev counter, and on the door sill trims. The inlays are made from brushed aluminum. Floor mats feature silver piping trim; footrests and pedals are in aluminum look.

Audi offers TT RS customers a diverse range of optional equipment: variably styled wheels measuring 18, 19 or 20 inches in diameter; bucket seats with folding backrests; seat upholstery in Silk Nappa leather with perforations or Fine Nappa leather with special TT perforations; inlays with Ibis White or Phantom Black paint finish as well as matt aluminum-look inlays for the exterior. In addition, there are high-tech navigation and multimedia systems available. Sales of the Audi TT RS begin in March; deliveries are scheduled to begin this summer.

Audi A5 and S5 Cabriolet – the joy of open-top driving

Dynamic, confident and stunning – the new A5 Cabriolet from Audi is emotionally evocative. The four-seater with the fabric top combines a distinctly sporty character with the fascination of open-top driving, refined comfort and a great everyday utility. Five efficient engines, an agile suspension and a wide range of high-end options make the new Audi the most attractive convertible in the mid-sized segment.

Delivery will begin in May 2009. Prices start at 37,300 euros for the entry-level 1.8 TFSI model with 118 kW (160 hp), which will follow somewhat later.

Crowning the new model series is the S5 Cabriolet. The letter “S” traditionally stands for supreme sportiness – for dynamics, performance and power, but also for amazing efficiency. Powering the S5 Cabriolet is a newly developed, supercharged three-liter V6 that pumps out 245 kW (333 hp) for superior performance.

Like all Audi convertibles, the open-top A5 also has a lightweight fabric top that endows it with a silhouette of dynamic elegance. The fully automatic top opens in just 15 seconds. Audi also offers an optional acoustic top with an intermediate layer of insulating foam that reduces wind noise almost to the sedan level.

When opened, the Audi A5 Cabriolet top folds down so effectively that very little trunk space is used up – leaving 320 liters (*11.30 cubic ft*) of unused storage volume, clearly the best value in its field of competitors. The soft top compartment lowers automatically when the top is opened. Equally useful is the fold-down rear seat backrest and the large pass-through between the luggage compartment and the interior, which increases the storage volume to a generous 750 liters (*26.49 cubic ft*).

Rounding out the comfortable character of the four-seater's interior are automatic seatbelt extenders for the front seats and the optionally available head-level heating. A special coating on the optional leather seats reduces solar heating. The A5 Cabriolet seats four comfortably. The refined ambience combines with perfect ergonomics to convey an atmosphere of sporty elegance. Ultra-high-strength steels and selective reinforcements of the body ensure high rigidity and crash safety.

The A5 Cabriolet is being launched with three gasoline engines and two diesel engines ranging between 132 kW (180 hp) and 195 kW (265 hp). All five power plants are fueled via direct fuel injection; four of them use turbocharging. Available powertrains include a six-speed manual, the continuously variable multitronic and the new, lightning-fast seven-speed S tronic. In addition to front-wheel drive, Audi also offers quattro permanent all-wheel drive for the higher-power engines. The innovative sport differential, which variably distributes power between the rear wheels, is optionally available for even greater dynamics and driving pleasure.

Fascinating dynamics: Audi drive select

The perfect addition to this technology package is the Audi drive select vehicle dynamics system, which enables the driver to choose among three different engine maps controlling the characteristics of the fuel feed, the shifting points of the seven-speed S tronic or the multitronic, and the boost provided by the servotronic steering system. If the car is equipped with the MMI operating interface, a fourth, freely programmable map is available. Additional technologies available include adaptive control of the shock absorbers and variable-ratio dynamic steering.

The new Audi A5 Cabriolet features a rich array of equipment in addition to the fully automatic top, including an automatic climate-control system and a CD audio system. Highlights from the long list of options include the innovative driver assist systems and the latest generation MMI operating interface, which offers many attractive navigation and entertainment features.

As the dynamic top-of-the-line model of the new production series, the S5 Cabriolet occupies a very special position. Its three-liter TFSI – a V6 with mechanical supercharger – unfolds its 245 kW (333 hp) and 440 Nm (*324.53 lb-ft*) of torque with impressive results: It responds tenaciously to the throttle and delivers excellent driving performance. The quattro drivetrain, a sport suspension with 18-inch wheels and a number of special equipment details underscore the athletic character of the Audi S5 Cabriolet.