Audi A5 Avant – Drivetrain technology

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

Stiffer steering and suspension mounts on the front axle ensure controlled and precise handling. In addition to the standard steel spring suspension, a sports suspension and the S sports suspension with adaptive damper control are available as options. The sports suspension is standard on the Audi A5 models with S line exterior and on the S models. Both variants of the sports suspension lower the trim level by 20 millimeters. The brake torque vectoring vehicle function developed by Audi, used for the first time in the Audi Q8 e-tron*, noticeably improves driving. The system becomes active upon turning into a bend. As a result of the targeted braking intervention, the vehicle can turn in even more spontaneously and nimbly, counteracting understeer. In the entry-level version, the new Audi A5 is offered with 110 kW (combined fuel consumption
in l/100 km (62.1 mi): 7.6-6.6 (30.9-35.6 US mpg); combined CO2 emissions in g/km: 171-150 (275.2-241.4 g/mi); CO2 class: F-E) and purely front-wheel drive, while quattro ultra is available as an option on all other performance levels of the base models. This quattro technology distributes the drive torque flexibly to drive as efficiently as possible while fully utilizing all the advantages of all-wheel drive for maximum driving safety and dynamics. A multi-plate clutch can distribute torque between the front and rear axle in a wide range of ways— just as the respective driving situation requires. If the driving situation permits, the rear axle is automatically disengaged completely under partial load for maximum fuel efficiency. The quattro sport differential with torque vectoring, in combination with an adjustable all-wheel drive clutch, is fitted as standard in the S5 models. This gives the Audi S5 excellent lateral dynamics.

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