New Audi A5 e-hybrids combine dynamics, efficiency, and long electric range

- **Audi offers both the Avant and Sedan as e-hybrid quattro* in two power levels with up to 270 kilowatts of total output**
- **Increased efficiency and power availability due to HV battery with more capacity, higher energy density, and smart recuperation strategy**
- **Intelligent hybrid management ensures optimum operating strategy and an electric range of up to 110 kilometers (68 mi)**

Ingolstadt, March 25, 2025 – Built on the Premium Platform Combustion (PPC), the new Audi A5 is welcoming additional members to its family. Alongside the pure combustion engine models, Audi is now offering two plug-in hybrid electric vehicle (PHEV) models in two power levels for the A5 series for the first time. Customers will benefit from greater comfort and technical innovations for their daily mobility. The new generation of HV batteries boasts around 45 percent higher capacity. The increased regenerative braking performance contributes to an electric range of up to 110 kilometers.

With the new A5 family, Audi has embarked on the next chapter in its successful history of mid-size cars with a more striking design language, state-of-the-art combustion engine technology, and a new operating concept. The new plug-in hybrid models for the A5 series offer customers even more flexibility and efficiency. To make the new PHEVs even more recognizable, Audi is introducing the technology designation “e-hybrid” with immediate effect.
“As part of our model initiative, we are significantly expanding our range of plug-in hybrids in 2025,” says Audi CEO Gernot Döllner. “Outputting up to 270 kilowatts, our new generation of plug-in hybrid models offers a sporty and comfortable driving experience as well as a harmonious balance between performance and efficiency.” Geoffrey Bouquot, Member of the Board of Management for Technical Development at AUDI AG, adds: “The increased electric range of our new plug-in hybrids enables our customers to cover the majority of their daily journeys using only electric power. Our hybrid technology combines the best of both worlds and provides a high degree of flexibility for everyday life. And with the new technology designation ‘e-hybrid,’ this is now also recognizable at first glance.”

The new **Audi A5 Avant e-hybrid quattro*** and the **Audi A5 Sedan e-hybrid quattro*** are both available in **two power levels: 220 and 270 kilowatts**. The vehicles are powered by a 2.0 TFSI engine with an output of 185 kW (252 PS) and an electric motor that delivers up to 105 kW.

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

In the 270 kW versions (fuel consumption (weighted, combined): 2.7-2.1 l/100 km (87.1-112.0 US mpg); power consumption (weighted, combined): 15.9-15.1 kWh/100 km; CO_2 emissions (weighted, combined): 61-47 g/km (98.2-75.6 g/mi); CO_2 class (weighted, combined): B; fuel consumption on discharged battery (combined): 7.4-6.5 l/100 km (31.8-36.2 US mpg); CO_2 class on discharged battery: F-E), the Avant and Sedan can accelerate from 0 to 100 km/h (62 mph) in 5.1 seconds. The versions with 220 kW (fuel consumption (weighted, combined): 2.6-2.0 l/100 km (90.5-117.6 US mpg); power consumption (weighted, combined): 15.8-14.9 kWh/100 km; CO_2 emissions (weighted, combined): 60-45 g/km (96.6-72.4 g/mi); CO_2 class (weighted, combined): B; fuel consumption on discharged battery (combined): 7.4-6.3 l/100 km (31.8-37.3 US mpg); CO_2 class on discharged battery: F-E) can accelerate from 0 to 100 km/h in 5.9 seconds. All variants can reach a top speed of 250 km/h (155 mph).

The heart of the new A5 plug-in hybrids is the **new high-voltage battery** at the rear of the vehicle. Audi has boosted its capacity to 25.9 kWh (net 20.7 kWh), a gain of roughly 45 percent. Maximum AC charging power has been upped to 11 kW. This increase in power reduces the charging time from 0 to 100 percent to just 2.5 hours.

Audi has also **significantly increased the regenerative braking performance**, and drivers can now adjust the degree of thrust recuperation in EV mode using paddles on the steering wheel. The new A5 e-hybrid* essentially runs on electric power for as long as possible to fully utilize the available battery charge to the driver's destination. When this function is activated, the vehicle recovers energy automatically. This is based on route data stored in the navigation system. The new A5 e-hybrid quattro* can also recover energy automatically without active route guidance.

The **hybrid management** of the new models is designed for efficiency, flexibility, and maximum customer comfort and automatically selects the optimal operating strategy. **Two operating modes** are available: "EV" and "hybrid." In EV mode, the PHEV models run exclusively on electric power. When driving in hybrid mode, the hybrid management system maintains a specific charge level as needed in order to save enough electrical energy for later use, for example for electric driving in the city. In addition to the automatic hybrid mode, the desired charge level can now be individually selected for the first time using a digital slider.

Like the entire A5 family, the PHEV models come with a **high level of standard equipment**. The sporty A5 e-hybrid quattro* with the higher power level comes as standard with the S line exterior package, black styling package, and privacy glazing – making for a particularly dynamic appearance.

The A5 Sedan e-hybrid quattro* with the base power output **starts at 62,500 euros in Germany**. The price of the new A5 Avant e-hybrid quattro* starts at **64,150 euros**. The higher-performance Sedan with significantly enhanced standard equipment is priced starting at **70,900 euros**, while the higher-performance A5 Avant e-hybrid quattro* starts at **72,550 euros**. The new e-hybrid models, which are built in Neckarsulm, **can be ordered in Europe as of March 27, 2025**. The initial launch is planned for April 2025.

You can find detailed information about the Audi A5 e-hybrid quattro models below.*

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Intelligent drive management for greater efficiency

The hybrid management of the new models is designed for efficiency, flexibility, and maximum customer comfort and automatically selects the optimal operating strategy. The electric drive is provided by a permanently excited synchronous motor with a peak output of 105 kW. The electric motor is integrated into the housing of the seven-speed S tronic. The full system torque is available even at idle speed – 500 Nm in the 270 kW variant (fuel consumption (weighted, combined): 2.7-2.1 l/100 km (87.1-112.0 US mpg); power consumption (weighted, combined): 15.9-15.1 kWh/100 km; CO_2 emissions (weighted, combined): 61-47 g/km (98.2-75.6 g/mi); CO_2 class (weighted, combined): B; fuel consumption on discharged battery (combined): 7.4-6.5 l/100 km (31.8-36.2 US mpg); CO_2 class on discharged battery: F-E) and 450 Nm for the 220 kW variant (fuel consumption (weighted, combined): 2.6-2.0 l/100 km (90.5-117.6 US mpg); power consumption (weighted, combined): 15.8-14.9 kWh/100 km; CO_2 emissions (weighted, combined): 60-45 g/km (96.6-72.4 g/mi); CO_2 class (weighted, combined): B; fuel consumption on discharged battery (combined): 7.4-6.3 l/100 km (31.8-37.3 US mpg); CO_2 class on discharged battery: F-E). The power electronics (pulse inverter) used in the plug-in hybrid models of the A5 are a new development. The pulse inverter is smaller, lighter, and more efficient, thus reducing electrical consumption. Consumption in hybrid mode is therefore also lower.

Battery capacity and energy density significantly increased

The heart of the new A5 plug-in hybrids is the new high-voltage battery (HV battery) at the rear of the vehicle. At 25.9 kWh (20.7 kWh net), Audi has increased its capacity by roughly 45 percent as compared to its plug-in-hybrid predecessor, the A6 TFSI e*. In contrast, the required installation space has only increased slightly in view of the significantly increased capacity. The HV battery measures 992 × 996 × 177 millimeters (39.1 x 39.2 x 7.0 in). The further developed and significantly optimized interaction between the mechanical friction brake and energy recovery via the electric motor has also increased regenerative braking performance.

The battery cells for the A5 e-hybrid* are arranged in a single layer due to the available space in the rear section of the car. Each prismatic cell stores approximately 46 percent more energy than the cells previously used in low-floor vehicles in the C segment. Each cell has a charge capacity of 70 ampere-hours (Ah). The raw material composition of the 102 cells enables a higher energy density. The battery's energy is bundled into six stacks, each with 17 cells.

As far as the arrangement of the battery cells is concerned, Audi is pursuing a new approach with cell-to-pack. In this process, the cells are no longer placed in a battery module but are glued directly into the battery housing. The resulting higher packing density means that the energy content and energy density of the HV system can be increased while taking up less space. Thanks to further technical developments in cell chemistry, higher electrical output is available compared to the previous generation, even at a low state of charge and low outside temperatures.

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The maximum possible AC charging power has been increased from two-phase 7.4 kW to three-phase 11 kW, depending on the respective infrastructure. With this increased power, the HV battery's zero-to-100-percent charging time is lowered to just 2.5 hours. A charging cable (mode 3, plug type 2) for convenient charging at home and on the road is included as standard. Audi's own charging service, Audi charging, provides access to numerous AC charging points in 29 European countries on request.

More energy recovery in overrun and braking mode

Compared to the PHEV predecessor generation of the A6, Audi has significantly increased regenerative braking performance in the new A5 e-hybrid*. The PHEV model fundamentally tries to drive on electric power for as long as possible and to fully utilize the available battery charge en route to the destination. The efficiency of the plug-in hybrid drive depends on the phases in which the driver takes their foot off the accelerator. In such situations, overrun recuperation is controlled via a defined deceleration depending on the selected drive level. In addition, automatic recuperation can be preset in the MMI in drive levels D and M. The vehicle varies the recuperation autonomously. The parameters for this are route data stored in the navigation system, such as gradients, curve radii, place-name signs, and speed limits. Another important factor is the traffic ahead. As soon as automatic regenerative braking is selected, predictive signals are fed into the overrun regenerative braking function with the help of Predictive Efficiency Assistant (PEA). The new A5 e-hybrid* can also perform automatic regenerative braking without active route guidance.

When the brake pedal is depressed during deceleration, the A5 Avant e-hybrid quattro* and the A5 Sedan e-hybrid quattro* can recover up to 88 kW of power and feed it into the HV battery. When operated as a generator, the electric motor accounts for more than 90 percent of all deceleration processes. The integrated brake control system with blending capability (iBRS) ensures pressure-free braking and the best possible energy recovery. The hydraulic wheel brakes are only used for harder braking maneuvers. This has no effect on the braking feel for the driver, as the brake pedal and brake hydraulics are decoupled.

Recuperation level adjustable via steering wheel paddles

Thanks to the new E^3 electronics architecture used in the Premium Platform Combustion (PPC), the degree of thrust recuperation in electric driving mode (EV mode) can be adjusted to three different levels using paddles on the steering wheel, just like in the all-electric models. The left paddle (minus) is used to select electric braking and corresponding recuperation level. The right paddle (plus) can be used to reduce the recuperation level. The paddles can thereby be used to set a higher level of deceleration before a turn, for example. At level zero, the plug-in hybrid coasts freely without additional drag torque when the foot is taken off the accelerator pedal. This means that energy is only recovered when the brake is applied.

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Intelligent operating strategy for maximum efficiency

Two operating modes are available in the new A5 PHEV models: “EV” and “hybrid.” In EV mode, the PHEV models run on electric power. The combustion engine is only turned on in the following situations: deliberately deselecting EV in the switch bar below the panoramic display or via the MMI; in driving program S; via the selected mode of the Audi drive select dynamic handling system; or when starting route guidance with hybrid assist activated. If navigation route guidance is activated, the hybrid assistant takes the route data into account when selecting the drive mode. The combustion engine also engages during kickdown, and EV mode is deactivated until the kickdown action is over. If none of these situations occur, the new PHEV models use the HV battery in EV mode until it is completely discharged. The digital slider used to control the desired state of charge via the MMI in hybrid mode cannot be operated in EV mode; that is because the battery charge will be fully utilized in electric mode. In EV mode, vehicle speed is limited to 140 km/h (87 mph). The PHEV models can be started either in EV or hybrid mode, and the mode used last will be set as the default for when the vehicle is started next.

When driving in hybrid mode, the hybrid management system maintains the battery’s state of charge at the necessary level to save enough electrical energy for later use, for example for electric driving in the city. The A5 Sedan e-hybrid quattro* can drive up to 116 km (72.1 mi) on electric power alone according to the WLTP EAER City value.

When it comes to efficiency-optimized consumption, hybrid mode is most efficient for both short and long distances. Depending on the driving situation and the driver’s power needs, the operating strategy decides whether to drive in electric or hybrid mode in order to be as efficient as possible. The PHEV model prefers to drive on electric power in urban areas. At higher speeds, the proportion of hybrid driving increases. With active route guidance, the operating strategy takes the planned route into consideration; the best possible energy configuration for the desired route is automatically selected. To achieve the highest efficiency, the vehicle calculates which parts of the route are suitable for electric driving. For example, electric driving is preferable where speeds are likely to be low, such as in urban areas and traffic jams. When the hybrid assistant is activated and route guidance is on, settings such as the desired charge level will be overwritten to ensure an efficient operating strategy.

On top of the automatic hybrid mode, the desired charge level can now be individually set for the first time using a digital slider. Drivers can use it to precisely define how high the charge level of the HV battery should be. The charge level can also be set before your trip, so that there will be enough energy available for electric driving at the destination if so desired or if there is no charging option there.

The desired charge level can be set in defined steps using a digital slider on a percentage scale. If the target state of charge (SoC) value is below the actual SoC value, the battery will be discharged down to that value. If the target and actual values match, power will mainly come from the combustion engine to maintain the SoC. If the target SoC is above the actual SoC, the vehicle will be powered by the combustion engine to recharge the battery.

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The battery is charged with a view to maximizing efficiency and minimizing environmental impact. This means that the combustion engine only charges the battery at speeds above 65 kilometers per hour (40 mph); at low speeds, the charge level is simply maintained. This maximizes efficiency and enables partially electric driving in the city or in stop-and-go traffic. The battery can be charged in this way up to 75 percent. This ensures that the battery is charged with maximum efficiency while driving. To increase the battery's charge above 75 percent, an external AC charging source is required.

Extensive standard equipment

Like the entire A5 family, the PHEV models come with a high level of standard equipment. This includes progressive steering, navigation, the MMI panoramic display, and an inductive phone charging pad.

Beyond that, the PHEV models come standard with 3-zone automatic air conditioning, auxiliary air conditioning, and 18-inch wheels. The Avant has a trunk volume of 361 liters (12.7 cu ft). Folding down the rear seats – in the standard 40:20:40 ratio – increases the volume to 1,306 liters (46.1 cu ft). The trunk capacity in the Sedan is 331 to 1,175 liters (11.7 and 41.5 cu ft respectively). The A5 is permitted to tow braked trailers up to 1,900 kilograms and unbraked trailers up to 750 kilograms (approx. 4,189 and 1,653 lb respectively). The maximum permissible roof load is 90 kilograms and maximum nose weight is 80 kilograms (approx. 198 and 176 lb respectively).

The standard air conditioning system with electric refrigerant compressor not only works while driving in EV and hybrid mode but also runs electrically before setting off. If so desired, the auxiliary air conditioning will ensure a comfortable interior temperature even before you get in the car. It can be programmed directly in the vehicle or via the myAudi app.

The optional comfort auxiliary air conditioning can be used to activate additional optional features such as seat heating, seat ventilation, steering wheel heating, and glass panel heating. When unlocking the vehicle with the remote-control key, a "quick climate control" function can also be started. This means that the interior can be quickly cooled down even without the app. The standard 3-zone automatic air conditioning automatically regulates the air temperature, volume, and distribution separately for the driver, front passenger, and rear row. The comfort auxiliary air conditioning can be set or activated in the MMI or conveniently via the myAudi app.

In the sportily designed A5 e-hybrid quattro* with 270 kW output (fuel consumption (weighted, combined): 2.7-2.1 l/100 km (87.1-112.0 US mpg); power consumption (weighted, combined): 15.9-15.1 kWh/100 km; CO_2 emissions (weighted, combined): 61-47 g/km (98.2-75.6 g/mi); CO_2 class (weighted, combined): B; fuel consumption on discharged battery (combined): 7.4-6.5 l/100 km (31.8-36.2 US mpg); CO_2 class on discharged battery: F-E), the S line exterior package, black styling package, and privacy glazing for a particularly dynamic appearance are all on board as standard. As with the Audi S5, the e-hybrid quattro with 270 kW has LED headlights plus and LED rear lights pro.

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Parking system plus with distance display and reversing camera, sports seats in a leather/artificial leather combination, sport suspension, 19-inch wheels, and red brake calipers round off the extensive standard equipment. The variants with 220 kW (fuel consumption (weighted, combined): 2.6-2.0 l/100 km (90.5-117.6 US mpg); power consumption (weighted, combined): 15.8-14.9 kWh/100 km; CO_2 emissions (weighted, combined): 60-45 g/km (96.6-72.4 g/mi); CO_2 class (weighted, combined): B; fuel consumption on discharged battery (combined): 7.4-6.3 l/100 km (31.8-37.3 US mpg); CO_2 class on discharged battery: F-E) come standard with 18-inch wheels and 3-zone automatic air conditioning, among other features. All A5 models are also equipped with heated front seats for the European market.

To meet different customer wishes, the new plug-in hybrids and all models in the A5 family can also be ordered with various equipment packages that bundle a wide range of optional extras. The business package is a new addition to the range for Europe. It is available for the 220 kW in the PHEV variant. The entry-level package bundles the most important equipment that increases comfort and digital connectivity in the vehicle. Selected assistance systems and other highlights support everyday driving. The package includes adaptive cruise assist, parking system plus with distance display, park assist, and reversing camera. The Audi Application Store in the vehicle's MMI provides access to a continually growing selection of popular apps.

The smartphone interface connects the smartphone to the vehicle and displays smartphone content directly on the MMI touch display. The front sports seats, which are part of the business package, provide even more comfort and better lateral support when cornering with their four-way electric lumbar support, manual adjustment of thigh support, integrated head restraints, and pronounced seat side bolsters.

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

In 2024, the Audi Group delivered 1.7 million Audi vehicles, 10,643 Bentley vehicles, 10,687 Lamborghini vehicles, and 54,495 Ducati motorcycles to customers. In the 2024 fiscal year, Audi Group achieved a total revenue of €64.5 billion and an operating profit of €3.9 billion. As of December 31, more than 88,000 people worked for the Audi Group, more than 53,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.

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

Audi A5 Avant e-hybrid quattro 220 kW
Fuel consumption (weighted, combined): 2.6-2.1 l/100 km (90.5-112.0 US mpg); power consumption (weighted, combined): 15.8-15.0 kWh/100 km; CO_2 emissions (weighted, combined): 60-47 g/km (96.6-75.6 g/mi); CO_2 class (weighted, combined): B;
Fuel consumption on discharged battery (combined): 7.4-6.5 l/100 km (31.8-36.2 US mpg); CO_2 class on discharged battery: F-E

Audi A5 Avant e-hybrid quattro 270 kW
Fuel consumption (weighted, combined): 2.7-2.2 l/100 km (87.1-106.9 US mpg); power consumption (weighted, combined): 15.9-15.3 kWh/100 km; CO_2 emissions (weighted, combined): 61-50 g/km (98.2-80.5 g/mi); CO_2 class (weighted, combined): B;
Fuel consumption on discharged battery (combined): 7.4-6.7 l/100 km (31.8-35.1 US mpg); CO_2 class on discharged battery: F-E

Audi A5 Sedan e-hybrid quattro 220 kW
Fuel consumption (weighted, combined): 2.6-2.0 l/100 km (90.5-117.6 US mpg); power consumption (weighted, combined): 15.7-14.9 kWh/100 km; CO_2 emissions (weighted, combined): 60-45 g/km (96.6-72.4 g/mi); CO_2 class (weighted, combined): B;
Fuel consumption on discharged battery (combined): 7.3-6.3 l/100 km (32.2-37.3 US mpg); CO_2 class on discharged battery: F-E

Audi A5 Sedan e-hybrid quattro 270 kW
Fuel consumption (weighted, combined): 2.6-2.1 l/100 km (90.5-112.0 US mpg); power consumption (weighted, combined): 15.7-15.1 kWh/100 km; CO_2 emissions (weighted, combined): 60-47 g/km (96.6-75.6 g/mi); CO_2 class (weighted, combined): B;
Fuel consumption on discharged battery (combined): 7.3-6.5 l/100 km (32.2-36.2 US mpg); CO_2 class on discharged battery: F-E