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The all-new Audi RS 5: Audi Sport's first-ever high-performance plug-in hybrid

- **Audi Sport's first-ever high-performance plug-in hybrid: 470 kW total output and day-to-day driving more than 80 km* on electric power**
- **World-first quattro with Dynamic Torque Control in the rear transaxle**
- **Unmistakably RS: wider body work, darkened Matrix LED headlights, RS sport exhaust system and bold interior details**

New Zealand, 20 February 2026 - Audi Sport has unveiled its first high-performance plug-in hybrid, all-new Audi RS 5. Combining a 375 kW 2.9-litre twin-turbo V6 with a 130-kW electric motor for a total system output of up to 470 kW and 825 Nm. The RS 5 also debuts a world-first, quattro with Dynamic Torque Control, delivering electromechanical torque vectoring at the rear for exceptional agility, traction, and stability.

Greg Leet, General Manager of Audi New Zealand, says the new RS 5 marks "the beginning of a new era for our RS models," combining sharper dynamics with genuine day-to-day usability.

"The all-new RS 5 introduces an innovative new drive concept that lifts performance to another level, while still delivering the everyday usability our customers expect. It's a fresh take on the RS experience, and we can't wait to see it on New Zealand roads later this year."

The Audi RS 5 delivers motorsport performance for the road. Measuring around nine centimeters wider than the base-model A5 at both ends with flared fenders. The three-dimensional Singleframe with a honey-comb grille and Air Curtains to control airflow dominate the front. At the rear, the aerodynamic diffuser and the RS sport exhaust system's matte oval tailpipes ensure a sporty finish. Darkened Matrix LED headlights and the digital day-time-running-light signature in a checkered-flag design reinforce the car's purposeful appearance.

Underneath, the RS 5's modular electrified powertrain debuts on an RS model for the first time. The improved V6 and electric motor work through a hybridised eight-speed gearbox and an all new quattro with Dynamic Torque Control that distributes torque between the rear wheels with exceptional speed and precision. The result is a driving experience that blends stability, agility, and safety at all speeds.

Supporting this is a comprehensively engineered chassis with RS-specific axles, innovative twin-valve shock absorbers, RS-tuned steering, large 20-inch wheels (optional 21-inch wheels available) in specifically tailored tires, and powerful steel or ceramic brakes. The suspension significantly reduces pitch and roll, delivering both long distance comfort and the razor-sharp dynamics expected from an RS model.

The twin-valve technology allows the shock absorbers to provide both a very comfortable ride and

an extremely sporty driving experience. It noticeably reduces pitch and roll, and means the dampers respond very quickly to changing road conditions.

The new Audi driving experience function is standard equipment and provides a detailed analysis of driver performance, even on world famous racetracks. The RS 5 captures data on pedal inputs, oversteer, understeer, and acceleration forces, while accurately recording, saving, and comparing lap and sector times. For a complete record, an optional dashcam integrated into the rearview mirror can capture video highlights and driving achievements.

Current planning will see the RS 5 Avant arrive in New Zealand from September 2026. Pricing and local specifications will be announced in April. Customers are encouraged to reach out to their local Audi dealership now to register their interest, or online at audi.co.nz.

You can find more detailed information on the all-new Audi RS 5 below:

Electrifying: the powertrain

The new RS 5 marks Audi Sport's entry into the world of plug-in hybrids with a modular high-performance powertrain. At its heart is an improved 2.9 litre twin-turbo V6, and an electric motor outputting 130 kW integrated into the hybridised eight-speed gearbox, and a completely new rear transaxle. The latter enables electromechanical torque vectoring – offering especially fast and precise torque distribution and ensuring maximum driving dynamics.

2.9 litre V6 TFSI engine: 375 kW of power

Putting out 375 kW, the improved 2.9 litre V6 TFSI engine in the RS 5 contributes noticeably more power than the previous generation. The increase of 44 kW is due to performance-oriented development by Audi Sport. The RS 5 uses a modified Miller cycle that offers significant advantages under partial load. In the Miller cycle, the intake valves close earlier, increasing the engine's efficiency.

Two variable-geometry turbochargers provide boost; the piping is optimised for high pressures and minimal losses. This means the engine responds much more eagerly to throttle inputs. The increase in power and torque meshes perfectly with the 130 kW electric motor. Additionally, Audi has upgraded fuel delivery through higher injection pressure, increasing efficiency, and providing more performance with lower emissions.

Seeking to maximise responsiveness and performance, Audi's engineers designed the shortest and least restrictive intake system possible from the ground up. Water-to-air intercoolers are used for the first time in the RS 5, lowering intake temperatures – especially under intense conditions. The result, maximum power is always available at the tap of the driver's right foot.

These components combined create a V6 that provides more power, operates more efficiently, and uses up to 20 percent less fuel under high loads than its predecessor with ease.

Electric motor: 130 kW and 460 Nm of torque

For the new RS 5, Audi paired the improved 2.9 litre twin-turbo V6 outputting 375 kW and 600 Nm of torque with a powerful electric motor. It provides an additional 130 kW and 460 Nm of torque. The total system output is up to 470 kW and 825 Nm of torque.

When taking performance and fuel consumption together, the Audi RS 5 sets benchmarks in its class and offers sportiness and high efficiency without compromise. Furthermore, the electric motor enables even better throttle response and acceleration off the line. It also starts the engine, meaning a 12-volt starter motor is no longer needed.

The electric motor and the 400-volt electrical system are powered by a battery with a capacity of 25.9 kWh (22 kWh net) and form the basis for electric propulsion in the RS 5. They contribute to acceleration from 0 to 100 km/h in an impressive 3.6 seconds. The electrical system plays a key role in torque distribution via electromechanical torque vectoring – the defining feature of quattro with Dynamic Torque Control. The Audi RS 5 also boasts an all-electric range of up to 84 km (EAER) - up to 87 km in the city – NZ specification values are yet to be determined.

Specifically designed for the RS 5, the electric motor features an external-rotor design –

meaning the stator is inside the moving rotor. It enables the two to interact over a wider area for increased torque, better cooling, and higher efficiency overall.

The electrified drivetrain offers a wide range of characteristics between whisper-quiet motoring in town and exploring the outer limits of brawny power delivery. The electric motor also ensures the RS 5 feels like an RS model when driving electrically too.

Battery and charging: improved cell chemistry puts more power on tap

The battery cells of the RS 5 are integrated beneath the trunk floor. Thanks to their improved chemistry, they output more power at low states of charge as well as in extreme temperatures. The battery not only powers the traction motor, but it also sends up to 8 kW to the permanent-magnet synchronous motor in the torque vectoring unit.

Using three-phase alternating current (AC), the plug-in hybrid charges up to 11 kW, meaning the high-voltage battery is charged to 100 percent in just 2.5 hours. A charging cable (mode 3, type 2 connector) is standard equipment. A high state of charge is essential to achieve the characteristics of RS-specific driving modes such as RS sport and RS torque rear.
When they are activated, performance comes first. To ensure full electric support is available – for example for torque vectoring – the vehicle holds the state of charge at a high 90 percent in the modes RS sport and RS torque rear. This means drivers always have access to maximum electric power for sporty maneuvers or dynamic acceleration.

The battery always reaches and maintains ideal temperature thanks to intelligent thermal management. Depending on the situation, the system dynamically reacts to the driving conditions and the power needed at any given time. When using RS sport or RS torque rear mode, the battery is actively cooled to an optimal 20 degrees Celsius. Pumps, fans, and heat exchangers work together to ensure full electric performance at any time. The result: constant power delivery and maximum spontaneity – even under repeated maximum load.

Hybrid power delivery: eight-speed transmission and limited-slip center differential

The power produced by the potent plug-in hybrid's V6 powerplant and traction motor are delivered to the wheels via an eight-speed tiptronic transmission. It uses a conventional design with a torque converter and planetary gearset. Thanks to its eight closely spaced ratios, it enables small steps when changing gears. It has an external cooler to ensure reliable performance at high load. As a result, the drivetrain components are always operating in their peak performance range. The dynamic electronically controlled shift logic automatically adapts its shift points to the chosen driving mode – prioritising either sportiness or efficiency.

In addition, Audi reduced the resistance of heavy rotating components in the transmission. Put simply, the shift mechanism needs to use less energy to accelerate or decelerate. This reduces lag when shifting gears, ensuring faster and more precise shifts as well as a more direct driving feel.

The eight-speed tiptronic transmission is paired with a limited-slip center differential that

distributes torque between the two axles depending on the current driving situation. It can split power variably between 70/30 and 15/85 percent. This guarantees precise dynamics, excellent traction, and optimal agility while keeping stability continuously high. The exact recipe that made quattro drivetrains so successful for the last 45 years.

Torque distribution on a new level: center differential with preload

The RS 5 marks the first time Audi Sport is using a new generation center differential to handle torque distribution between the front and rear axles. The center differential has a preload, meaning that it is always at least partially locked, and forms the newest and highest level of quattro drivetrains. It improves both traction as well as turn in, enabling noticeably more dynamic maneuvers.

Preload ensures the axles remain coupled when no torque is being applied to the differential. On the road, this plays a role when the driver takes their foot off the throttle to turn into a corner, for example. In these situations, the differential preload supports turn in and minimises internal understeer. The car's response to steering inputs – especially off throttle and during weight transfer – is more precise, making the RS 5 more agile, dynamic, and controllable.

While the engine in the RS 5 builds torque faster, its throttle response also further benefits from the new center differential. When rapidly transitioning between on-throttle and off-throttle sections, the differential preload and resulting coupling between the axles mean power is transferred to the wheels faster – for more spontaneity, including when accelerating.

When it comes to the drive concept of the Audi RS 5, the entire package is entirely new. It combines the center differential with preload and innovative electromechanical torque vectoring at the rear. This ensures more precise, faster, and predictive power distribution and revolutionises the quattro drivetrain for electrified high-performance models.

quattro with Dynamic Torque Control: precision near the limit

Audi is introducing a world first with the RS 5 called Dynamic Torque Control in the rear transaxle. This is where electromechanical torque vectoring is the invisible maestro conducting an orchestra of driving fun and safety like never before. This functionality is enabled by a central driving dynamics controller and the high-performance torque vectoring system. A water-cooled permanent-magnet electric motor with an output of 8 kW and 40 Nm serves as a high-voltage actuator, overdrive gears, and a conventional differential with low lock percentage are the key components. Combined, they can rapidly and precisely distribute torque between the rear wheels. It takes just 15 milliseconds for the electromechanical torque vectoring to deploy torque differences of up to 2.000 newton meters and react to any driving situation.

The overdrive gears use the actuator's torque to transfer this difference to the wheels via the driveshafts. Unlike purely mechanical systems, electromechanical torque vectoring can transfer torque in either direction. It operates accurately and reliably, both on and off throttle as well as under braking – irrespective of which way the forces are pushing. The result: both under forceful acceleration and sudden braking, the system's full potential is always available.

Electromechanical torque vectoring in the rear transaxle ensures a perfect balance between agility, stability, and traction. In a straight line, the system initially splits torque evenly between both wheels. When necessary, it shifts it to the wheel with better traction, guaranteeing the Audi RS 5 maximum acceleration. When entering a corner, the torque differential has a stabilising effect for high directional stability. At corner exit, torque is shifted to the outer wheel where it helps rotate the vehicle and realize its acceleration potential. Because the torque vectoring can be tuned differently for different cornering phases and different drive select modes, drivers can experience a broad range of driving characteristics in their RS 5.

The driving dynamics controller (HCP1) makes this possible. It continuously analyses many different input values: the driver's inputs – such as steering angle, throttle position, and brake pressure – are all taken into account. As is data about the vehicles current state – such as longitudinal and transverse G forces, yaw rate, slip angle, speed, and the surface's estimated friction coefficient. All computations happen in one place. At a frequency of 200 Hz – meaning every five milliseconds – the driving dynamics controller calculates the target differential torque for the given driving situation. This is then applied by the electromechanical torque vectoring with the utmost dynamics and precision.

This rapid and exact torque distribution supports drivers under sporty as well as tricky driving conditions. During fast cornering, it means the RS 5* turns in more readily and has immense traction on the corner exit. During sudden lane changes on the highway, it ensures safety and directional stability. The car reacts precisely and directly to steering inputs for the highest level of control and agility in any conditions and on any surface.

Put simply, the innovation of quattro with Dynamic Torque Control combines the advantages of a conventional limited-slip differential with that of mechanical torque vectoring systems – without their drawbacks. The result: a highly dynamic and controllable system that ensures driving fun, stability, and safety both in day-to-day driving and at the limit.

Agile: the chassis

The accurate interplay between all suspension components defines the driving characteristics of the Audi RS 5. The standouts: optimised and RS-specific front and rear axles, RS sport suspension with innovative twin-valve shock absorbers, RS-tuned steering, large 20-inch wheels (optional 21-inch wheels available) in specifically tailored tires, and powerful steel or ceramic brakes. The unibody is ten percent stiffer than the base model's, reducing flex under high load and ensuring an even tighter and more controlled driving feel – the connection with the road is perceptibly more direct.

To optimally handle longitudinal and lateral forces, the Audi RS 5 uses five-link suspension front and rear. The front axle went through targeted redevelopment: new joints, links, and rubber bushings noticeably improve suspension tuning. More precise and agile handling with higher comfort is the result. Furthermore, the improvements make for more stable road holding, more direct reactions to steering inputs, and more effective damping of vibrations and bumps.

quattro all-wheel drive with Dynamic Torque Control required sweeping changes at the back. As a result, Audi developed the rear axle of the RS 5 from a clean sheet. Compared to the

predecessors, the elasto-kinematic properties have significantly improved. Elastic deformations ensure the wheels perfectly follow the road under high load – such as during acceleration, braking, or cornering. Since they remain in constant stable contact with the road, the vehicle drives in a more precise, safe, and agile way, with more grip and control, remaining composed during sporty driving.

The new RS sport suspension with twin-valve shock absorbers plays a major role in balanced handling. Twin-valve technology allows the shock absorbers to provide both a very comfortable ride and an extremely sporty driving experience, as both compression and rebound can be controlled independently. It also noticeably reduces pitch and roll, and means the dampers respond very quickly to changing road conditions.

The RS sport driving mode was tuned for maximum traction and speed using this facility. As a result, the RS 5 – with its curb weight of 2.370 kilograms (Avant) – delivers pure performance with precise handling, impressive stability, and feels quick on its feet.

The steering in the RS 5 has been RS-tuned. It reacts instantly and precisely to inputs. At 13:1, the steering ratio is much more direct than the base model and offers exact feedback as well as rapid reactions to small steering inputs. Close integration with the electronic stability control (ESC) delivers stability and control, while reduced steering weight guarantees effortless handling. For confident inputs during fast cornering, steering weight is reduced further – a perfect combination of power and technique.

The integrated brake regulation system (iBRS) of the RS 5 operates through brake-by-wire. During deceleration, the system primarily uses regenerative braking (recouperation), only when more braking force is needed are the friction brakes deployed. A newly developed and specifically tuned ABS software version 2.0 ensures finely dosed and direct adjustments and meshes perfectly with the steel or ceramic brakes' high performance.

As standard, the car is equipped with 20-inch RS steel brakes; their disks have a diameter of 420 mm at the front and 400 mm at the rear with a choice of black or red calipers. As an option, 21-inch RS ceramic brakes are available. Here, the disks measure 440 mm at the front and 410 mm at the rear, and customers can also choose between black and red calipers. The ceramic brakes are around 30 kilograms lighter than their steel counterparts, extremely heat resistant, and more durable – advantages that mainly come into play under sustained heavy use. In a segment-first, ceramic disks are also fitted at the rear. With them equipped, an RS 5 travelling at 100 km/h comes to a stop in 30.6 meters – and makes a strong statement for safety and performance.

Get off the line any time: boost function on a button

Full power is available at the push of a button thanks to the boost function. Press it, and the performance hybrid deploys maximum acceleration for ten seconds – perfect for quick overtakes. When the function is activated, the gearbox selects the perfect gear to ensure instant, direct, and dynamic acceleration. A countdown in the driver information display shows how much of the ten seconds of boost remains. Afterwards, the system returns to the previously selected driving mode. Indeed, the function can be triggered while any drive select

mode is active. When the boost button is pressed during all-electric driving, the 2.9 litre V6 TFSI engine is instantly ready to offer the car's full power potential. At the same time, the exhaust valves open for an extra emotional sound experience.

One RS, many facets: the Audi drive select modes

All-electric driving is available in comfort and balanced mode to ensure whisper-quiet travel in town and even longer distances.

At the touch of a button, the RS 5 transforms from relaxing travel companion to rear-biased canyon carver. Its dynamics can be precisely controlled – from neutral to intentional oversteer. In dynamic mode, the RS 5 responds even more directly and immediately to steering and throttle inputs. The car remains neutral off center, while a noticeable rear bias at corner exit ensures particularly dynamic acceleration. Reduced yaw damping at the limit makes the vehicle behavior even more lively – ideal for a sporty, direct driving experience with maximum feedback.

The RS torque rear mode, coming to the RS 5 for the first time, stands for maximum rear bias and controlled drifts on closed courses. In this driving mode, a particularly high proportion of torque is directed to the outside rear wheel. This makes the RS 5 feel extremely agile and playful – while maintaining full control and manageability. One highlight: the Audi driving experience function allows precise recording and evaluation of torque rear driving. Data such as lap times, distance covered, and drift angle can be recorded and analysed later.

In RS individual mode, the RS 5 can be tailored entirely to personal preferences: customers can individually configure steering, suspension, throttle response of engine and electric motor, sound, ESC, and the electromechanical torque vectoring – for a driving experience that aligns exactly with their own preferences.

Intelligent energy recovery: coasting and braking recouperation

Energy recovery (recouperation) is controlled depending on the selected gear in accordance with a pre-defined deceleration rate. In addition, automatic recouperation can be activated via the MMI. It lets the vehicle vary regeneration automatically.

While the RS 5 is moving under electric power, the regen rate can be adjusted during coasting in three stages using the paddles on the steering wheel – just like on the all-electric models. The new RS 5* has two operating modes: "EV" and "Hybrid." In EV mode, the high-performance model relies solely on electric propulsion. Besides automatic operation in Hybrid mode, a preferred state of charge for the battery can be selected using a digital slider, meaning users have full control over how far the battery is charged.

Whenever the selected state of charge (SoC) is below the current SoC, the battery is discharged to this value. If both values are the same, the combustion engine propels the car, saving battery charge. If the target SoC is above the current SoC, the combustion engine charges the high-voltage battery. While driving, the battery can be charged up to 80 percent. The RS 5 not only keeps the battery charged to maximize efficiency and minimize emissions, but also to enable sporty driving. While dynamic mode is active, the battery is never discharged below

20 percent to ensure sufficient reserves to deploy the boost function. In the modes RS sport and RS torque rear, the battery never goes below 90 percent. This means drivers always have access to full electric power for sporty maneuvers or dynamic acceleration.

The exterior: a puristic powerhouse

With a long wheelbase, large wheels, and low body, the Audi RS 5 always looks ready to pounce. Just like its famous ancestors, the new RS 5 features a typically muscular RS-build. Compared to the base model A5, it has been widened by four centimeters on either side both front and rear. The Singleframe with a three-dimensional honey-comb grille dominates the front. A dark mask links it to the Air Curtains that control airflow around the front wheels, underlining the design's functional aspects. Air vents in front of and behind the fenders underline the model's strong presence. Powerful sculpted wheel cutouts purposefully protrude from the shoulder line – a clear homage to the legendary Audi Ur-quattro and an unmistakable trait of the RS DNA.

The rear impresses with a strongly modeled diffuser featuring vertical fins for maximum aerodynamics. The RS exhaust system's tips are centrally positioned and have matte oval tailpipes. The exhaust system was developed from scratch. Its valves can open to any position, creating the right soundtrack for each driving mode. In a nod to the motorsport heritage of the RS 5, a red reflector is vertically placed in the center of the diffuser.

Light: visibly exclusive and safe

Its lighting technology reinforces the unmistakable character of the RS 5. The second-generation digital OLED rear lights make a convincing statement for design, functionality, and safety on the road. The exclusive light signature is designed to look like a checkered flag.

Nothing is left to be desired when it comes to safety functions in the RS 5. Like its sister models from the A5 model series, the high-performance hybrid's digital OLED rear light 2.0 comes with communication light that can improve safety on the road.

Stay informed down to a tenth of a second with RS-specific displays

The cockpit in the RS 5 is an ultra-modern, driver-oriented command post. At its center is the slim, free-standing Audi MMI Panorama display that shows the most important information at a glance. It is made up of the 11.9-inch Audi virtual cockpit and the 14.5-inch MMI Touch Display, has a curved design, and is powered by OLED technology. A 10.9-inch passenger display is standard fit and further augments the digital experience. It allows passengers to help drivers operate vehicle and navigation functions – or they can just enjoy their own entertainment spanning from media content to interactive features.

The Audi virtual cockpit offers sporty dials tailored to the RS 5 that display engine revolutions, speed, and a shift light. Keen drivers can also access performance data like G forces, temperatures and pressures for individual tires, lap times, as well as detailed information to the drivetrain, power, and acceleration.

The optional configurable head-up display brings information even closer. It projects data such as engine revolutions, speed, and the current gear onto the windshield – styled as a dial if the

driver likes. The shift indicator is a special focus, precisely visualises the ideal moment to change up. The head-up display can also show acceleration and a launch control guide.

The 14.5-inch MMI touch display of the RS 5 not only houses the well-established comfort and infotainment functions from the A5 model series but also elevates the driving experience to a new level. Being a plug-in hybrid, the model displays a detailed real-time representation of energy flows – both under acceleration and regenerative braking. The temperatures of tires, the transmission, the rear transaxle, and the battery can also be shown.

Audi driving experience: a highlight for performance enthusiasts

The factory-fitted Audi driving experience function enables particularly in-depth analysis of driver's actions – including on world-famous racetracks, if desired. The RS 5 records data on accelerator and brake pedal use, oversteer and understeer, as well as lateral, longitudinal, and overall acceleration. Lap and sector times can be recorded accurately, saved, and compared across multiple runs.

Even unknown or private racetracks are no problem: the RS 5 automatically creates new track profiles based on a recorded lap. Users can also set up individual sectors and compare them later with previous laps – including split times and analysis of individual track segments in terms of lateral acceleration and other parameters. For a complete experience, drivers can document their journey on video: an optional dashcam, discreetly integrated into the rearview mirror, visually captures highlights, and driving achievements.

An interior to match: uncompromisingly RS

The interior of the all-new RS 5 delivers the uncompromising sportiness that only an Audi Sport RS model can guarantee. Up front, sport seats plus with honeycomb quilting provide not only exceptional lateral support but also deliver outstanding comfort on extended drives. Electric adjustments and standard massage functionality ensure driver and passenger satisfaction on every journey.

Customers can choose from five distinct interior designs, each differentiated by unique materials and color schemes. They all share maximum RS differentiation, including full-length color-coordinated seat belts and RS logos on all floor mats matched to each interior color. Complementing each design, the headliner is consistently finished in black across all configurations. Contrast stitching flows cohesively throughout the entire cabin.

The instrument panel, armrests, and door trim are executed in soft Dinamica microfiber in black. The flat-bottom RS steering wheel matches the interior and is wrapped in perforated Nappa leather with a color-coordinated 12 o'clock marker in smooth leather. The clasp on the lower spoke is finished in red. Integrated RS satellite controls on the steering wheel enable direct selection of RS drive modes and activation of the boost function.

Contributing to the athletic ambiance are highlight surfaces throughout the interior, finished as standard in dark metallic vanadium. These include the shift paddles, Audi emblem and steering wheel clasp, door handles, door sill inlays, air vents, and – exclusive to RS – the illuminated seat

frame trim with RS logo.

To register your interest, visit the Audi website here.

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