



Sporty, powerful, and efficient: Audi presents the new generation of the SQ5 TDI

- **Three-litre V6 diesel engine generating 251 kW of power and 700 Nm of torque**
- **Powerfully rugged exterior design with striking sporty elements**
- **Optional Matrix LED headlight and rear lights with digital OLED technology**

Auckland, November 2020 – Even sharper 251 kW delivers power smoothly and forcefully. The sharper design underlines the sporty character of the sport SUV. The Audi SQ5 TDI is the perfect companion for New Zealanders. It has the functionality of an SUV and the performance that will get your heart pumping as soon as you put your foot down., sportier, and more efficient: The new Audi SQ5 TDI now looks even more impressive.

The first generation SQ5 was first launched in 2012 marking the starting point for a success story – as the first Audi S model powered by a diesel engine.

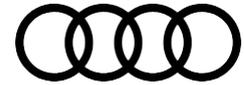
In its latest extended version, the three-litre V6 boasts an output of 251 kW and 700 Nm of torque**. The wide engine speed range can be used continuously between 1,750 rpm and 3,250 rpm. The 3.0 TDI develops its power earlier and more forcefully than before. It accelerates the top model of the Q5 product line in 5.1 seconds and on to an electronically limited top speed of 250 km/h. An actuator in the exhaust system, as fitted to the first SQ5 TDI, gives the V6 a sonorous sound.

“Joining the recently unveiled Audi Q5 we are looking forward to welcoming the S variant to the model line up next year. Audi Q models are quintessential for the Kiwi lifestyle with their size and Audi signature quattro technology. The SQ5 will certainly not disappoint with its impressive three-litre V6 TDI engine.” said Dean Sheed, General Manager, Audi New Zealand.

MHEV and EPC: even greater efficiency and spontaneity

The 3.0 TDI** brings two technologies that reduce consumption and improve the engine response. The 48-volt mild hybrid system (MHEV) integrates a belt alternator starter (BAS), a lithium-ion battery that provides buffer storage, and a 48/12-volt voltage converter. When the car decelerates, the MHEV system recovers up to 8 kW of power. The SQ5 can coast for up to 40 seconds with the engine switched off after which time the powerful BAS conveniently restarts the engine. The MHEV system has the potential to reduce customer fuel consumption by up to 0.7 litres per 100 kilometres.

The second technology component is the electric powered compressor (EPC), which helps whenever the exhaust gas flow provides too little energy to drive the turbocharger. A compact electric motor, which also uses the compact 48-volt system, accelerates the compressor wheel of the EPC to 65,000 rpm in roughly 300 milliseconds. The EPC is now used more frequently and across a broader engine map. It supports a more spontaneous engine response when the vehicle moves off as well as when accelerating from low engine speeds. The optimised interaction between the component’s EPC, MHEV, turbocharger, the engine itself, and the tiptronic transmission supports this effect.



Shifting gear quickly and conveniently: the eight-speed tiptronic

Power is transmitted by an eight-speed tiptronic featuring fast and convenient shifting and a gearshift strategy that has been adapted to suit the modified engine. When the SQ5 TDI** is in coasting mode with the engine switched off, a clutch in the central transmission opens and interrupts the power flow.

In normal driving conditions, the quattro permanent all-wheel drive system distributes torque between the front and rear axle in a 40:60 ratio. In the event of slip, most of the drive torque goes to the axle with the better traction. Up to 70 percent can flow to the front wheels and a maximum of 85 percent to the rear wheels. During fast cornering, the wheel-selective torque control rounds off the handling with minor brake interventions at the relieved wheels on the inside of the curve.

Sport differential: more torque, no understeer, greater dynamism

On request, Audi can fit the sport differential on the rear axle, which actively controls the distribution of torque between the wheels when the driver adopts a sporty driving style. It sends more torque to the rear wheel on the outside of the curve that has better grip – literally pressing the car into the curve and reducing understeer considerably. The rear wheel on the outside of the curve also receives more torque when the car is accelerating out of tight-radius curves to further improve driving dynamics.

Supreme precision: the suspension

The suspension of the Audi SQ5 TDI** is fully equipped to handle the performance of the powerful diesel drive. Five-link suspensions guide each of the four wheels. The S sport suspension with damper control lowers the body by 30 mm compared with the Q5 and impresses with an exceptionally widespread between comfort and dynamism.

Together with the optional sport differential, engine, steering and tiptronic, the controlled dampers are integrated into the Audi drive select dynamic handling system fitted as standard. The driver can use it to control the character of these systems in six profiles: auto, comfort, efficiency, dynamic, off-road, and individual. A seventh profile, allroad, is added if the adaptive air suspension with S-specific tuning is specified – this air suspension adjusts the ride height of the body through five levels depending on the driving situation. The dynamic steering system is another option module. It uses strain wave gearing to vary the steering ratio as a function of speed and steering angle – from direct and agile at low speeds to less direct and smooth on the freeway.

New accents: the exterior design

The modified Audi SQ5 TDI** has a powerful stance, with striking details that give it an even more rugged appearance. Vertical fins provide structure to the large side air inlets on the front bumpers. In the octagonal Singleframe grille that is specific to the S models, large octagonal honeycomb sections are linked by narrow bars. These have an aluminium finish, as do the fins on the air inlets.

Audi offers Matrix LED headlights with automatic high beam and dynamic turn signals as standard. At the rear, a matte aluminium strip is integrated in the lower bumpers, below which are the diffuser insert and four chromium-plated oval tailpipe trims. Customers have a choice of nine exterior paint finishes. The black styling package, which adds sporty accents, is available on



request.

The latest lighting technology: digital OLED rear lights

Audi offers the new digital OLED technology as an option for the rear lights of the top Q5 model. The OLED rear light is split into three tiles of six segments each. When ordering their vehicle, customers can choose from three rear-light signatures, each with its own specific designs for coming and leaving home. When the Audi drive select mode “dynamic” is activated, the lights change to yet another signature. The OLED rear light also has a proximity detection function that activates all the OLED segments if a road user approaches a stationary SQ5** from the rear to within less than two meters. Dynamic turn signals round out the spectrum of digital OLED rear lights.

Operating system, infotainment and Audi connect

The MMI touch display with a 10.1-inch diagonal, a central element of the MIB 3 modular infotainment platform, serves as a combined input and display device in the centre of the instrument panel. A natural language voice control system and the multifunction steering wheel are available as additional control levels. The 12.3-inch display provides three different graphic layouts: Dynamic, Sport and Classic. Audi offers a head-up display as a further option.

– End –

Fuel consumption of the models named above:

Fuel consumption, CO₂ emission figures, and efficiency classes given in ranges depend on the tires/wheels used as well as the selected vehicle equipment

Audi SQ5 TDI:

Combined fuel consumption in l/100 km: 7.0–7.0 (33.6–33.6 US mpg);

Combined CO₂ emissions in g/km: 185–185 (297.7–297.7 g/mi)

Audi Q5 TDI:

Combined fuel consumption in l/100 km: 7.5–4.7 (31.4–50.0 US mpg);

Combined CO₂ emissions in g/km: 181–123 (291.3–197.9 g/mi)

*Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used as well as the selected equipment.

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

The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 16 locations in 11 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy), and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2019, the Audi Group delivered to customers about 1.845 million automobiles of the Audi brand, 8,205 sports cars of the Lamborghini brand and 53,183 motorcycles of the Ducati brand. In the 2019 fiscal year, AUDI AG achieved total revenue of €55.7 billion and an operating profit of €4.5 billion. At present, 90,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.
