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## **Audi SQ7 TDI in new Top Form**

- **Superb performance thanks in part to the electric powered compressor**
- **Roll stabilization, all-wheel steering, and sport differential ensure great dynamics**
- **Sporty design with S-specific details and extensive equipment**

Ingolstadt, July 22, 2019: The Audi SQ7 TDI (combined fuel consumption in l/100 km\*: 7.6 - 7.4 (30.9 - 31.8 US mpg); combined CO<sub>2</sub> emissions in g/km\*: 200 - 194 (321.9 - 312.2 g/mi)), with its 435 metric hp V8 diesel engine, has been the top model of the product line since the spring of 2016. The large SUV now boasts a new, even more impressive design. Its interior features sport seats, MMI navigation plus, touch operation, and the Audi virtual cockpit including performance view as standard. The 4.0 TDI with electric powered compressor provides powerful propulsion from a standstill. The new Audi SQ7 TDI\*\* will be introduced to European markets at the end of September and will be available from EUR 94,900.

### **Pure diesel power: Biturbo V8 with electric powered compressor**

The new Audi SQ7 TDI (combined fuel consumption in l/100 km\*: 7.6 - 7.4 (30.9 - 31.8 US mpg); combined CO<sub>2</sub> emissions in g/km\*: 200 - 194 (321.9 - 312.2 g/mi)) impresses with its tremendous diesel power. Its 4.0 TDI, a V8 with biturbo charging, outputs 320 kW (435 metric hp) and delivers a brawny torque of 900 Nm (663.8 lb-ft) between 1,250 and 3,250 rpm. The large SUV accelerates from zero to 100 km/h (62.1 mph) in 4.8 seconds and reaches an electronically governed top speed of 250 km/h (155.3 mph). Depending on the equipment the SQ7 TDI uses between 7.6 and 7.4 liters of fuel per 100 kilometers (30.9 - 31.8 US mpg), which corresponds to CO<sub>2</sub> emissions of 200 to 194 grams per kilometer (321.9 - 312.2 g/mi).

The 48-volt electrical subsystem feeds an electric powered compressor (EPC) that assists the two turbochargers whenever the load demand from the accelerator is high while the available energy in the exhaust gas is still low. In this case, it supplies the fresh air, which is important for combustion. As a result, the tremendous torque is available instantly at any time – when accelerating from low speeds and particularly when starting off.

**The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.**

\* Information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and the number of seats

\*\* The collective fuel 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 EPC is integrated into the intake air tract. A compact electric motor accelerates its compressor impeller to up to 70,000 revolutions per minute in 250 milliseconds. In the exhaust system, two actuators modulate a full eight-cylinder sound.

#### **Dynamic handling: Roll stabilization, all-wheel steering, sport differential**

A quickly shifting eight-speed tiptronic and the quattro permanent all-wheel drive put the immense power of the 4.0 TDI onto the road. The standard sport air suspension and progressive steering, whose ratio becomes increasingly direct as the steering angle increases, create excellent driving dynamics. All-wheel steering makes the large SUV even easier to handle: The rear wheels turn by up to 5 degrees in the opposite direction at low speed, which increases agility. On the highway these wheels steer slightly in the same direction to promote stability. In addition, the optional advanced suspension package includes electromechanical active roll stabilization. It reduces the sprung mass vibrations when driving straight ahead on uneven roads and uses optimum roll compensation to reduce the roll angle when cornering with a sporty driving style. The sport differential, which allows even more dynamic handling, is the third high-tech system on board. On fast corners, it actively distributes the power between the rear wheels. This way, the Audi SQ7 TDI\*\* is literally pressed into the curve when steering or accelerating, eliminating any sign of understeer. In case of excessive oversteer, the sport differential stabilizes the large SUV by shifting drive torque to the wheel on the inside of the curve.

#### **Impressive look: the exterior design**

The Audi SQ7 TDI\*\* features the current design of the Q models with added S-specific details. It stands apart from the base model with its twin slats in the Singleframe, exterior mirror housings in aluminum look, and the four characteristic exhaust tailpipes with round, chrome trims. The blade in the bumper has a three-dimensional shape, and the underbody protection at the rear looks even sturdier. Some attachments are painted in matt silver, and the black styling package is available as an option. The color Daytona gray, pearl effect as well as numerous customized paint finishes from the Audi exclusive program are available as a special feature.

The Audi SQ7 TDI\*\* is equipped with 20-inch cast aluminum wheels in 5-spoke turbine design with 285/45 tires as standard. Due to the high engine power, brake discs measuring 400 millimeters (*15.7 in*) in diameter are fitted to the front, with 350 millimeter (*13.8 in*) discs at the rear. The black brake calipers – optionally also available in red – feature an S logo at the front. A 20-inch brake system with discs made of carbon fiber ceramics, which are particularly abrasion-resistant, is available upon request. They have a diameter of 420 millimeters (*16.5 in*) at the front and 370 millimeters (*14.6 in*) at the rear. The calipers are painted in anthracite gray.

#### **Sporty performance: Interior and equipment**

The Audi SQ7 TDI\*\* features dark leather/Alcantara interiors. The inlays are made of matt brushed aluminum or optionally carbon, which underscores the sporty look. Upon request, the contour/ambient lighting package illuminates the elementary design lines and the surfaces in 30 adjustable colors.

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In addition to the sport seats, the series production scope also includes illuminated door sill trims with aluminum inlays with the S logo at the front. The pedals, the footrest, and the loading sill protector are made of stainless steel. Optional S sport seats plus are available with integrated head restraints, S embossing in the backrest, pneumatic lumbar support adjustment, and upholstery in Valcona leather featuring the rhombus pattern. The color spectrum ranges from black, rotor gray, to Arras red offered exclusively for the S model. The center armrest is also designed to match this look. Climate control and a massage function can also be added to the S sport seats plus.

MMI navigation plus, which includes touch operation, delivers top-of-the-line connectivity as standard. It features LTE Advanced, a Wi-Fi hotspot, natural voice control and the extensive Audi connect portfolio. It includes traffic information online, navigation with Google Earth, the hybrid radio, as well as the cloud-based Amazon voice service Alexa, which is integrated into the MMI operating system. The traffic light information service is another new addition. It connects the vehicle with the central computer that controls traffic lights and provides the driver with information in the fully digital instrument cluster and the optional head-up display. The service thus contributes to an efficient driving style and facilitates a steady flow of traffic. All displays are shown with an S-specific display in the Audi virtual cockpit. There is also a performance view, which places the particularly sporty rev counter in the center.

The extensive offer is complemented by numerous convenience equipment options, including four-zone automatic air conditioning, a power-assist function to close the doors quietly, the Bang & Olufsen 3D Advanced Sound System, and the air quality package with fragrancing and ionizer. Audi offers HD matrix LED headlights including laser light as an alternative to matrix LED headlights with dynamic turn signal. The adaptive cruise assist, which supports the driver with longitudinal and lateral guidance, is among a variety of driver assistance systems that are available upon request.

The Audi SQ7 TDI\*\* will be available for order beginning at the end of July. In Germany, it will cost EUR 94,900. The seven-seater model will be available for EUR 96,420.

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#### **Fuel consumption of the models listed**

*(Information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and the number of seats)*

Audi SQ7 TDI

Combined fuel consumption in l/100 km: 7.6 - 7.4 (30.9 - 31.8 US mpg);

Combined CO<sub>2</sub> emissions in g/km (g/mi): 200 - 194 (321.9 - 312.2 g/mi)

\*\* The collective fuel 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 specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Starting on September 1, 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO<sub>2</sub> emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit [www.audi.de/wltp](http://www.audi.de/wltp).

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tire formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO<sub>2</sub> emissions and the performance figures for the vehicle.

Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern, Germany, or under [www.dat.de](http://www.dat.de).

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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 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.

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