



Communications Model Lines, Innovation and Technology

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Taken to the next level: new edition of the Audi Q7

- **More powerful: new design with clear SUV characteristics and prestige factor**
- **More dynamic: active roll stabilization, air suspension and all-wheel steering**
- **More cutting edge: touch operating concept, HD Matrix laser light and 48-volt mild hybrid**

Ingolstadt, July 23, 2019 – The Audi Q7 is getting an all-round update – both visually and technically. The large SUV features the new design of the Q family and offers superb dynamics and excellent comfort, in addition to its superior spaciousness. HD Matrix LED headlights including laser light, the mild hybrid technology and the digital operating concept are just some of its highlights. The new Audi Q7 will be launched in Europe in mid-September. Prices in Germany start at 66,900 euros.

Robust look: the exterior design

The Audi Q7 demonstrates the hallmark SUV elements of the current design language. It bears the large octagon-shaped Singleframe, with six upright slats providing the structure. As such, the SUV looks even more powerful. The two-part side air inlets have a much more expressive line, just like the sill area that underscores the large SUV's ground clearance and, in turn, its offroad capabilities. The headlights, optionally in HD Matrix LED technology with Audi laser light, emphasize with their contour and light signature the width of the full-size model. On the restyled rear, a striking chrome strip creates the visual connection between the flat rear lights with their technical-looking graphics and carries forward the horizontal body line. The designers achieved the clear view with taut, flat surfaces, which span the entire width particularly in the license plate region. The Audi Q7 is even more striking with the optional S line exterior: A blade in the front bumper, sportily accentuated underbody protection at the rear along with full paint finish and 19-inch wheels come standard.

Sporty onroad, powerful off: the suspension

Audi has substantially enhanced the dynamic facets of the Q7. In addition to the optimized all-wheel steering that allows the rear wheels to turn as much as five degrees in the opposite direction, there is the option of electromechanical active roll stabilization. Adjustable stabilizers reduce the body movements on uneven roads when driving in a straight line. With a sporty driving style, the focus is on optimum roll compensation – the tendency of the car to lean into the bend is reduced substantially.

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.



As such, the Audi Q7 is maneuverable, precise and agile in urban traffic and on hairpin bends. In contrast, the Q7 behaves as a highly comfortable, poised touring SUV with excellent ride comfort on freeways – particularly in conjunction with the adaptive air suspension. It also provides variable ground clearance and prepares the Audi Q7 with its standard quattro drive for terrain off the beaten track. The relevant offroad mode can be selected via the standard Audi drive select dynamic handling system with its seven profiles. Air suspension comes standard on all seven-seater Q7 models. The S line exterior includes the slightly firmer adaptive air suspension sport, which lowers the ride height by 15 millimeters (*0.6 in*) compared with the air suspension system.

Mild hybrid technology standard: the drivetrain

All of the engines in the Audi Q7 are coupled to an eight-speed tiptronic and the permanent all-wheel drive. A choice of two diesel engines will be available at market launch. Shortly after the market introduction in September, a gasoline unit, followed also by a plug-in hybrid model, will join the lineup. In the Q7 45 TDI quattro tiptronic (combined fuel consumption in l/100 km*: 7.1 - 6.8 (*33.1 - 34.6 US mpg*); combined CO₂ emissions in g/km*: 186 - 179 (*299.3 - 288.1 g/mi*)), the diesel unit produces 170 kW (231 metric hp) of power and 500 Nm (*368.8 lb-ft*) of torque. It accelerates the large SUV from a standstill to 100 km/h (*62.1 mph*) in 7.1 seconds and on to a top speed of 229 km/h (*142.3 mph*). The more powerful version in the Q7 50 TDI quattro tiptronic (combined fuel consumption in l/100 km*: 6.9 - 6.6 (*34.1 - 35.6 US mpg*); combined CO₂ emissions in g/km*: 181 - 174 (*291.3 - 280.0 g/mi*)) delivers 210 kW (286 metric hp) and 600 Nm (*442.5 lb-ft*). It sprints from zero to 100 km/h (*62.1 mph*) in 6.3 seconds; top speed is 241 km/h (*149.8 mph*).

The standard mild hybrid technology plays a major part in the efficiency of the engines. In customer operation, this technology can reduce consumption by up to 0.7 liters per 100 kilometers. Its central component, the belt alternator starter (BAS), powers a 48-volt main electrical system in which a compact lithium-ion battery stores the energy. During braking, the BAS can recover up to 8 kW of power and feed it back into the battery. If the driver takes their foot off the accelerator at speeds between 55 and 160 km/h (*34.2 and 99.4 mph*), the Audi Q7 recuperates energy, rolls in idle or coasts for up to 40 seconds with the engine switched off. The BAS restarts the engine the next time the accelerator is depressed, and does so faster and more gently than a conventional starter. The start-stop range begins at 22 km/h (*13.7 mph*).

Luxury-class lounge: the interior

Whether with five or seven seats – the Audi Q7 combines immense prestige with practical everyday qualities. Through its new design, the large SUV has now grown eleven millimeters (*0.4 in*) to 5,063 millimeters (*16.6 ft*) long. It measures 1,970 millimeters (*6.5 ft*) wide and 1,741 millimeters (*5.7 ft*) (including roof aerial) high. The Audi Q7 outdoes its direct competitors with interior length as well as headroom and elbow room in the front and rear. A host of storage compartments, a new compartment in the instrument panel as well as the high load capacity provide functional utility value.

* Information on fuel consumption and CO₂ emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and the number of seats



Depending on the position of the rear seat backs the luggage compartment on the five-seater version offers between 865 and 2,050 liters (30.5-72.4 cu ft) of capacity – the latter with a flat load area. An electric tailgate is standard; foot-activated gesture control is available as an option. Audi optionally supplies the rear seat bench plus; all three seats can be moved individually fore/aft and the backrest angle adjusted, as well as a third seat row with two electrically lowerable seats.

The cockpit architecture harmonizes perfectly with the new, digital operating concept, which incorporates two large touchscreens. They provide haptic and acoustic feedback when clicking on the touch controls. When off, the top display slots almost invisibly into the large black decorative surface. All elements refer logically to one another, from the flat air vent strip to the wide console on the center tunnel. The optional contour ambient lighting package illuminates the interior in the dark. Convenient equipment options include 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. Highlights in the seat lineup include the customized contour seats with their numerous adjustment functions and the S sport seats plus, both available with climate control and massage function.

High-end connectivity: Audi connect and assist systems

The MMI navigation plus delivers top-of-the-line connectivity. It features LTE Advanced, a Wi-Fi hotspot, natural voice control and the extensive Audi connect portfolio. The latter ranges from traffic information online, navigation with Google Earth, to the hybrid radio. The cloud-based Amazon voice service Alexa, which is integrated into the MMI operating system, is also new. The same applies to the Car-to-X service traffic light information, which is being rolled out in stages in selected European cities. Interconnection with the city's infrastructure allows the vehicle to receive information from the central traffic light computer via a server, enabling the driver to select a speed to match the next green-light phase. The all-digital Audi virtual cockpit – and the optional head-up display – provide an individual speed recommendation as well as the remaining time until the next green-light phase if the driver is already waiting at a red light. The system thus contributes to a predictive and efficient driving style and facilitates a steady flow of traffic.

The adaptive cruise assist, which combines the functions of adaptive speed assist, traffic jam assist and active lane assist, reduces the driver's workload – particularly on long journeys. In combination with efficiency assist it brakes and accelerates the Audi Q7 in anticipation of the conditions ahead. The emergency assist is also new: If the driver is inactive, the system brings the car to a stop and initiates protective and rescue measures. This function is active in assisted and manual modes.

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Fuel consumption of the models listed

(Information on fuel consumption and CO₂ emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and the number of seats)

Audi Q7 45 TDI quattro tiptronic:

Combined fuel consumption in l/100 km: 7.1 - 6.8 (33.1 - 34.6 US mpg);

Combined CO₂ emissions in g/km (g/mi): 186 - 179 (299.3 - 288.1 g/mi)

Audi Q7 50 TDI quattro tiptronic:

Combined fuel consumption in l/100 km: 6.9 - 6.6 (34.1 - 35.6 US mpg);

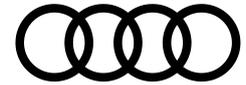
Combined CO₂ emissions in g/km (g/mi): 181 - 174 (291.3 - 280.0 g/mi)

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 CO₂ 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 CO₂ 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.

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, CO₂ emissions and the performance figures for the vehicle.

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the "Guide on the fuel economy, CO₂ 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.

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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.
