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## Audi SQ5 Sportback – V6 3.0 TDI

Even sharper, sportier, and more efficient: The optimized Audi SQ5 TDI now looks even more impressive. Its V6 three-liter diesel engine with an output of 251 kW (341 PS) delivers its power smoothly and forcefully. The sharper design underlines the sporty character of the sport SUV. Rear lights featuring the new digital OLED technology are available as an option for the top Q5 model.

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The SQ5 TDI (combined fuel consumption in l/100 km\*: 7.0–7.0 (33.6–33.6 US mpg); combined CO<sub>2</sub> emissions in g/km\*: 185–185 (297.7–297.7 g/mi)) has a successful track record. Its first generation, which was launched in the fall of 2012, already marked 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-liter V6 boasts an output of 251 kW (341 PS) and 700 Nm (516.3 lb-ft) 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 (155.3 mph). An actuator in the exhaust system, as fitted to the first SQ5 TDI, gives the V6 a sonorous sound.

Three-liter TDI with extensive innovations – now even more powerful and efficient  
Many details of the V6 3.0 TDI (combined fuel consumption in l/100 km\*: 7.0–7.0 (33.6–33.6 US mpg); combined CO<sub>2</sub> emissions in g/km\*: 185–185 (297.7–297.7 g/mi)) have been revised. The pistons are no longer made of aluminum but of forged steel– the new material reduces heat losses. Due to the higher strength, they do not incur a weight penalty compared with the aluminum pistons. A stepped recess in the piston makes combustion faster and more efficient. The solenoid injectors used to inject the fuel operate with consistently high precision thanks to a new piezo sensor that monitors the closing of the needle. They can perform up to eight injections per work cycle, with injection quantities that are scalable with even greater precision. The maximum injection pressure is 2,500 bar.

The intercooler has been changed over from an air/air cooler in the bumper to an indirect water/air cooler in the inside V of the engine. The shortened intake air paths help to build up boost pressure quickly. The indirect intercooler is more effective and can even heat the intake air shortly after the engine is started in cold ambient conditions in order to reach the ideal combustion temperatures more quickly. This offers the advantage since exhaust gas cleaning responds more quickly

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The turbocharger now features a smaller and lighter compressor wheel that gets into gear with exceptional speed – a key factor in the engine’s spontaneous and high torque build-up. The exhaust manifold benefits from improved insulation. Thanks to this measure, the exhaust gas reaches the optimum temperature more quickly after a cold start.

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