Audi Q5 SUV – Electrified 3.0 V6 TDI

New evolution of the V6 TDI with MHEV plus technology and electrically powered compressor.

Audi is expanding its engine lineup for the Audi Q5 (combined fuel consumption in l/100 km: 6.8–5.8 (34.6–40.6 US mpg); combined CO2 emissions in g/km: 177–153 (284.9–246.2 g/mi); CO2 class: G–E) and Audi A6 (combined fuel consumption in l/100 km: 6.1–5.3 (38.6–44.4 US mpg); combined CO2 emissions in g/km: 165–140 (265.5–225.3 g/mi); CO2 class: F–E) with a three-liter V6 diesel engine delivering 220 kW (299 PS) and 580 Nm of torque. For the first time, the MHEV plus technology, which delivers up to 18 kW (24 PS) of additional power, is being used in combination with an electrically powered compressor. The engine therefore sets new standards compared to its predecessors. The interaction of three electrified components ensures immense driving fun and highly efficient performance. The V6 TDI quattro can now be ordered for both models.

With MHEV plus technology, Audi offers partial electrification that enhances both performance and driving experience while reducing CO2 - emissions and fuel consumption. The foundation of this system consists of the powertrain generator, belt alternator starter, and lithium iron phosphate battery.

The belt alternator starter’s primary function is to start the engine and supply the battery with electrical energy. The powertrain generator enables partially electric driving, which means that in slow city traffic, when parking and maneuvering, and in steadily moving traffic on roads outside of towns, the vehicle operates purely electrically. The powertrain generator also provides an additional 230 Nm of drive torque and up to 18 kW (24 PS) of power when starting off and overtaking. When decelerating, it feeds up to 25 kW of energy back into the battery.

11/2025

Source: www.audi-technology-portal.com
AUDI AG 2026