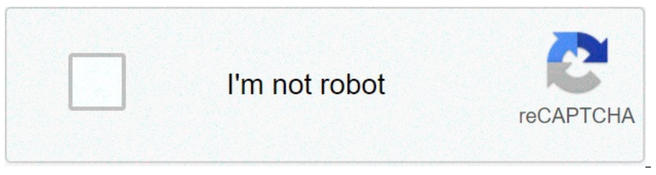

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Which audi q5 engine is best

Motor vehicle Audi Q5OverviewManufacturerAudiProduction2008–presentModel years2009–presentBody and chassisClassCompact luxury crossover SUV The Audi Q5 is a series of compact luxury crossover SUVs produced by the German luxury car manufacturer Audi from 2008.[1] The original first-generation (Typ 8R) model was the third member of the B8 family to be released after the Audi A5 and fourth-generation A4, all being based on the Audi MLB platform. The second generation Q5 (Typ 80A) debuted in 2016 and shares the Audi MLBevo platform with the corresponding B9 versions of the A4 and A5. First generation (Typ 8R; 2008–2017) Motor vehicle First generation (8R)OverviewProductionJuly 2008 – 2017[2]Model years2009–2017AssemblyGermany: Ingolstadt Russia: Kaluga (Volkswagen Group Russia)China: Changchun India: Aurangabad, Maharashtra Malaysia: Shah Alam (Euromobil)DesignerChristian Winkelmann (2005)[3][4]Body and chassisBody style5-door SUVLayoutFront-engine, four-wheel-drive (quattro)PlatformMLBRelatedPorsche MacanPowertrainEngine2.0 L TFSI I42.0 L TDI diesel I43.0 L TDI diesel V63.2 L V6 FSITransmission6-speed Manual6-speed Tiptronic8-speed Tiptronic ZF 8HP7-speed S TronicDimensionsWheelbase2,807 mm (110.5 in)Length4,639 mm (182.6 in)Width1,880 mm (74.0 in)Height1,650 mm (65.0 in)Kerb weight1,850 kg (4,080 lb) A concept vehicle for the then upcoming Q5, this was a 2-door convertible with a 3.0 TDI engine rated at 240 PS (177 kW; 237 hp) and 500 N·m (369 lbf·ft) torque, quattro permanent four wheel drive, 8-speed automatic transmission, Copper Sunset body, LED headlights, 21-inch wheels with 265/35R21 tyres, seats with White Stone leather upholstery, MMI, 505W Bang & Olufsen sound system and internet radio, CDC (continuous damping control) shock absorbers, electric ride height adjustment (40 mm), 380/356 mm front/rear ceramic brake discs with 6-piston monobloc aluminium front, and floating rear callipers, Audi Drive Select.[5] The vehicle was unveiled at the 2007 Los Angeles Auto Show.[6] Initial version Q5 (2008) The vehicle was unveiled at the 2008 Beijing Auto Show,[7] and later at the 2008 Los Angeles Auto Show.[8] Early models include the 2.0 TFSI quattro (211PS), 2.0 TDI quattro (170PS), 3.0 TDI quattro.[9] Initial vehicle models for US, Canada & Brazil include the 3.2 FSI. The Q5 commenced shipments in October 2008 for Europe, and in the first quarter of 2009 for North America. The US model went on sale in March 2009 as a 2009 model year vehicle. Early models include 3.2 FSI quattro[10] and the 2.0 TFSI quattro (211PS) was added in 2011 model year.[11] Indian models went on sale in June 2009, and were initially built by Audi's Ingolstadt facility, but are now being built at its Aurangabad, Maharashtra, India plant. Launch models include 3.0 TDI, 2.0 TFSI (211 PS).[12][13] Middle East models went on sale in 2009 Q2. Launch models include 2.0 TFSI (211 PS), 3.2 FSI.[14] Japanese models include 2.0 TFSI quattro (211 PS), 3.2 FSI quattro. Audi Q5 custom concept (2009) It is a concept vehicle that includes an enhanced engine, 7-speed S tronic transmission, Quattro all wheel drive. The 3.0 TFSI V6 engine was rated 408 PS (300 kW; 402 hp) at 6,000–7,000 rpm and 500 N·m (369 lb·ft) at 3,000–5,500 rpm. Other features include ceramic brakes, active sound exhaust system, 90 millimetre wider track, 60 millimetre lower ride height, 21-inch Daytona Gray colour wheels of 7 twin-spoke design, modified air intake, cooling water strut brace in engine compartment, stainless steel-plated pedals, S line sport seats, panorama roof system, "Wörthersee 09" adhesive film, textile floor mats with "Wörthersee 09" print application, Audi drive select vehicle dynamics system, parking aid with rearview camera, voice control, Audi lane assist (lane departure warning), headlight range control with cornering lights. The vehicle was unveiled at the Wörthersee Tour 2009.[15] Audi Q5 FCEV (2009) The Audi Q5 FCEV (2009) is a fuel cell based concept car that was demonstrated on 19 October 2009 at CEP Berlin. It sports an 85 Kw PEMFC, a 22 Kw lithium-ion battery and a 230 Nm asynchronous motor.[16] Audi Q5 hybrid Audi has originally reported that it would offer the Q5 hybrid as launch model,[17] but it was later reported that Audi suspended the plan because of unsatisfactory crash test results for the nickel metal hydride batteries.[18] In 2009, Audi announced it would resume the Q5 hybrid development.[19] It included a 266V, 1.3kWh, battery pack. The Q5 has an all-electric range of about 3 km (2 mi) and maximum all-electric speed of 100 km/h (62 mph).[20] The production version would be on sale in 2012 for the Japanese market.[21] The release in the U.S. market was scheduled for late 2011.[22] Engines Petrol engines Model Year Engine type Power, torque at rpm 2.0 TFSI hybrid quattro 2011– 1,984 cc (1.984 L; 121.1 cu in) I4 turbo (petrol) 211 PS (155 kW; 208 hp) at 4,300–6,000, 350 N·m (258.15 lbf·ft) at 1,500–4,200 electric motor, 266V, 1.3kWh battery pack 54 PS (40 kW; 53 hp) at ?, 210 N·m (154.89 lbf·ft) at ? combined 245 PS (180 kW; 242 hp) at ?, 480 N·m (354.03 lbf·ft) at ? 2.0 TFSI quattro (180PS) 2009–2012 1,984 cc (1.984 L; 121.1 cu in) I4 turbo 180 PS (132 kW; 178 hp) at 4,000–6,000, 320 N·m (236 lbf·ft) at 1,500–4,200 2.0 TFSI quattro (211PS) 2008–2012 1,984 cc (1.984 L; 121.1 cu in) I4 turbo 211 PS (155 kW; 208 hp) at 4,300–6,000, 350 N·m (258 lbf·ft) at 1,500–4,200 2.0 TFSI quattro (225PS) 2011– 1,984 cc (1.984 L; 121.1 cu in) I4 turbo 225 PS (165 kW; 222 hp) at 4,500–6,250, 350 N·m (258 lbf·ft) at 1,500–4,500 3.2 FSI quattro 2009–2012 3,197 cc (3.197 L; 195.1 cu in) V6 270 PS (199 kW; 266 hp) at 6,500, 330 N·m (243 lbf·ft) at 3,000–5,000 Diesel engines Model Year Engine type Power, torque at rpm 2.0 TDI (143PS) 2009– 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail 143 PS (105 kW; 141 hp) at 4,200, 320 N·m (236 lbf·ft) at 1,750–2,500 2.0 TDI quattro (143PS) 2009–2012 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail 143 PS (105 kW; 141 hp) at 4,200, 320 N·m (236 lbf·ft) at 1,750–2,500 2.0 TDI quattro (170PS) 2008–2012 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail 170 PS (125 kW; 168 hp) at 4,200, 350 N·m (258 lbf·ft) at 1,750–2,500 3.0 TDI quattro 2008–2012 2,967 cc (2.967 L; 181.1 cu in) V6 turbo common rail 240 PS (177 kW; 237 hp) at 4,000–4400, 500 N·m (369 lbf·ft) at 1,500–3,000 180 PS 2.0 TFSI and 143 PS 2.0 TDI engines were introduced in Europe beginning in 2009.[23] Transmissions Petrol engines Model Year Standard Optional 2.0 TFSI hybrid quattro 2011– 8-speed Tiptronic - 2.0 TFSI quattro (180PS) 2009–2012 6-speed manual - 2.0 TFSI quattro (211PS) 2008–2012 6-speed manual 7-speed S tronic, 8-speed Tiptronic 2.0 TFSI quattro (225PS) 2011– 6-speed manual 8-speed Tiptronic 3.2 FSI quattro 2009–2012 6-speed Tiptronic, 7-speed S tronic - Diesel engines Model Year Standard Optional 2.0 TDI (143PS) 2009– 6-speed manual - 2.0 TDI quattro (143PS) 2009–2012 6-speed manual - 2.0 TDI quattro (170PS) 2008–2012 6-speed manual 7-speed S tronic 3.0 TDI quattro 2008–2012 7-speed S tronic - German models include standard 7-speed S tronic transmission for all V6 models. 8-speed Tiptronic is an option for Q5 2.0 TFSI quattro (211 PS). US and Canadian Q5 3.2 FSI models include 6-speed Tiptronic as standard transmission. US and Canadian Q5 2.0 TFSI models include 8-speed Tiptronic as standard transmission.[24][25] Japanese models include standard 7-speed S tronic transmission for all models. Equipment Interior Harman/Becker Automotive Systems produced Audi's new updated Multi Media Interface (MMI) technology for Q5. The new system includes navigation, communication, and wide-screen entertainment. A three-dimensional orientation view with true-to-scale terrain and photo realistic depictions of key landmarks will also be generated. Included features in this new system are USB storage media (iPod or MP3), satellite radio, and an integral four-band GSM mobile/cell phone (SIM card ready) with Bluetooth connectivity. S line package includes 20-inch S line wheels, headlight washers, sport steering wheels with shift paddles, brushed aluminium inlays, S line aluminium door sills, and a black headliner. The Offroad exterior package includes front and rear underbody protection panels, along with flared fender and door sill protection. Carrying and towing capabilities A sensor informs the ESP system if a roof rack has been mounted, which will cause the Audi Q5's centre of gravity to be shifted higher in keeping with the roof load of up to 100 kg (220 lb). If a roof rack is present, the ESP engages earlier in the handling limit. Without a roof load, the driver is free to tap the full dynamic potential of the Audi Q5. The Audi Q5 is capable of towing up to 2.0 tonnes; the standard hill descent control system makes it safe to navigate down steep inclines by regulating the preselected speed when driving at under 30 km/h (19 mph). The Q5 is also fitted with an advanced Trailer Stability Program designed to combat any unwanted snaking when towing a large trailer or caravan. Production The new vehicle was expected to be built in Audi's home town of Ingolstadt. An investment of €300 million in production tooling and expansion was expected.[26] In September 2016, Audi has opened a factory with a capacity of 150.000 Q5 in San José Chiapa (Mexico).[27][28] 2012 facelift Main changes include a redesigned set of front and rear light configuration, and a new set of engines that increase both output and efficiency. Most interior user controls have narrow chrome trim. Ergonomics changes include 4-button MMI navigation plus system, additional skip function for volume dial. Large fabric-upholstered surfaces are standard on the door trim panels; inlay options include three wood veneers and one aluminium version. The vehicles went on sale in summer 2012. Early models include 2.0 TFSI hybrid quattro, 2.0 TFSI quattro (225PS), 3.0 TFSI quattro (272PS), 2.0 TDI (143PS), 2.0 TDI quattro (177PS), 3.0 TDI quattro (245PS).[29][30] In Germany, 2.0 TFSI quattro (180PS), 2.0 TDI (150PS), 2.0 TDI quattro (150PS) were added in 2013, with 2.0 TDI (150PS) replacing 2.0 TDI (143PS).[31] Pre-facelift styling Front Rear Post-facelift styling Front Rear SQ5 TDI (2013–) Audi SQ5 TDI The SQ5 performance crossover SUV is the first Audi S model vehicle to feature a diesel engine. The primary power plant is a 3.0 litre (2967 cc), twin turbocharged V6 engine coupled to an 8-speed Tiptronic transmission, developing 313 PS at 3,900–4,500 rpm, and 650 Nm of torque at 1,450–2,800 rpm. It also features Audi's signature quattro permanent all-wheel drive system with torque vectoring transfer. Sport suspension lowers the vehicle body by 30 mm (1.18 in) and 20-inch 5 parallel-spoke wheels with 255/45 tires are fitted as standard, with the option of upgrading to 21-inch wheels. Other features of the SQ5 are black front brake callipers with Audi 'S' badges, an optional Audi drive select system, a platinum-grey single-frame grille with galvanized double bars, two SQ5 unique body colours (Estoril Blue or Panther Black), optional lunar silver headlining, Pearl Nappa leather/Alcantara power-adjustable sport seats with optional leather upholstery in a choice of four colours, brushed aluminium inlays with optional Carbon Atlas, Piano finish or Aluminium/Beaufort wood trim panels.[32] The SQ5 TDI accelerates from 0–62 mph in 5.1 secs, and is electronically limited to 155 mph. This is comparable to rival range-topping performance SUVs with diesel engines, such as the Porsche Cayenne S Diesel (0–60 mph: 5.7 s) and BMW X5 M50d (0–60 mph: 5.4 s), and also to high-performance petrol-powered SUVs, such as the Mercedes-Benz ML63 AMG (0–60 mph: 4.8 s), Porsche Cayenne Turbo S (0–60 mph: 4.1 s).[32][33][34][35][36] These listed rivals are all larger and heavier, falling into the mid-size SUV class, and, as such, command significantly higher asking prices. A more realistic comparison may be made with the BMW X3 xDrive35d, which delivers slightly better economy (46.3 mpg to the SQ5's 41.5), though slightly lower performance (0–62 mph: 5.8 s, max speed: 149 mph).[37] The SQ5 went on sale in the first quarter of 2013.[38][39][40] SQ5 TDI Audi exclusive concept (2013–) It is a limited (50 units) version of the Audi SQ5 TDI with Aral Blue crystal effect body colour, black Fine Nappa leather upholstery with contrasting stitching in snow white, black sport seats covered in Fine Nappa leather, woven leather in the centre section of the seats, snow white Alcantara headlining, sunroof blind, inlays and applications shimmer. The vehicle was unveiled in the 2012 Paris Motor Show, and went on sale in the first quarter of 2013.[41][42] In 2015 Audi introduced a 'plus' tdi model, with 340 PS and 700 nm, quilted nappa leather seats, external black details and 21-inch wheels as standard equipment. SQ5 3.0 TFSI quattro (2013–) Audi SQ5 TDI It is a petrol version of the SQ5 with 3.0 TFSI engine rated 354 PS (260 kW; 349 hp) at 6,000–6,500 rpm and 470 N·m (346.65 lbf·ft) at 4,000–4,500 rpm, eight-speed tiptronic transmission, quattro permanent all-wheel drive with torque vectoring, 20-inch wheels with 255/45-series tires (optional 21-inch wheels), platinum grey radiator grille with horizontal double bars in aluminium look, choice of 2 crystal-effect body colours (Estoril Blue, Panther Black), instruments feature grey dials and white numerals, pedals and shift paddles in shiny aluminium-look finish, black interior with headlining optionally available in Moon Silver, power-adjustable sport seats upholstered in Pearl Nappa leather and Alcantara (option four different colours of leather), standard brushed aluminium inlays (optional Carbon Atlas, Piano finish or layered aluminium and wood in Beaufort black). The vehicle was unveiled in 2013 Detroit Auto Show. The vehicle was designed for United States, Canada, Russia, China, Japan, Singapore, South Korea, South Africa, Mexico, Brazil, Argentina, Chile and Ukraine markets. US model was set to arrive at U.S. dealerships in the third quarter of 2013 as 2014 model year vehicle.[43][44] Engines Petrol engines Model Year Engine type Power, torque at rpm Q5 2.0 TFSI hybrid quattro 2012– 1,984 cc (1.984 L; 121.1 cu in) I4 turbo (CHJA) 211 PS (155 kW; 208 hp) at 4,300–6,000, 350 N·m (258.15 lbf·ft) at 1,500–4,200 electric motor, 266V, 1.3kWh battery pack 54 PS (40 kW; 53 hp) at ?, 210 N·m (154.89 lbf·ft) at ? combined 245 PS (180 kW; 242 hp) at ?, 480 N·m (354.03 lbf·ft) at ? Q5 2.0 TFSI quattro (180PS) 2012– 1,984 cc (1.984 L; 121.1 cu in) I4 turbo (CDNB) 180 PS (132 kW; 178 hp) at 4,000–6,000, 320 N·m (236.02 lbf·ft) at 1,500–3,800 Q5 2.0 TFSI quattro (225PS) 2012– 1,984 cc (1.984 L; 121.1 cu in) I4 turbo (CDNC) 225 PS (165 kW; 222 hp) at 4,500–6,250, 350 N·m (258.15 lbf·ft) at 1,500–4,500 Q5 3.0 TFSI quattro (272PS) 2012– 2,995 cc (2.995 L; 182.8 cu in) V6 supercharged (CTUC/CTVA) 272 PS (200 kW; 268 hp) at 4,780–6,500, 400 N·m (295.02 lbf·ft) at 2,150–4,780/2,500–4,780 SQ5 3.0 TFSI quattro (354PS) 2013– 2,995 cc (2.995 L; 182.8 cu in) V6 supercharged () 354 PS (260 kW; 349 hp) at 5,500–6,500, 470 N·m (346.65 lbf·ft) at 4,000-4,500 Diesel engines Model Year Engine type Power, torque at rpm Q5 2.0 TDI (143PS) 2012– 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail (CAGA) 143 PS (105 kW; 141 hp) at 4,200, 320 N·m (236.02 lbf·ft) at 1,750–2,500 Q5 2.0 TDI (150PS) 2013– 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail (CJCD) 143 PS (105 kW; 141 hp) at 4,200, 320 N·m (236.02 lbf·ft) at 1,750–2,500 Q5 2.0 TDI quattro (150PS) 2013– 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail (CJCD) 143 PS (105 kW; 141 hp) at 4,200, 320 N·m (236.02 lbf·ft) at 1,750–2,500 Q5 2.0 TDI quattro (177PS) 2012– 1,968 cc (1.968 L; 120.1 cu in) I4 turbo common rail (CGLC) 177 PS (130 kW; 175 hp) at 4,200, 380 N·m (280.27 lbf·ft) at 1,750–2,500 Q5 3.0 TDI quattro (245PS) 2012– 2,967 cc (2.967 L; 181.1 cu in) V6 turbo common rail (CDUD) 245 PS (180 kW; 242 hp) at 4,000–4,500, 580 N·m (427.79 lbf·ft) at 1,750–2750 Q5 3.0 TDI clean diesel quattro (258PS) 2013– 2,967 cc (2.967 L; 181.1 cu in) V6 turbo common rail () 258 PS (190 kW; 254 hp) at 4,000–4,500, 580 N·m (427.79 lbf·ft) at 1,750–2,500 SQ5 3.0 TDI quattro (313PS) 2013– 2,967 cc (2.967 L; 181.1 cu in) V6 twin turbo common rail (CGQB) 313 PS (230 kW; 309 hp) at 3,900–4,500, 650 N·m (479.42 lbf·ft) at 1,450–2,800 All engines include start-stop system. 3.0 TFSI quattro (272PS) replaced 3.2 FSI quattro. Transmissions Petrol engines Model Year Types Q5 2.0 TFSI hybrid quattro 2012– 8-speed Tiptronic Q5 2.0 TFSI quattro (180PS) 2012– 6-speed manual Q5 2.0 TFSI quattro (225PS) 2012– 6-speed manual, 8-speed Tiptronic Q5 3.0 TFSI quattro (272PS) 2012– 8-speed Tiptronic SQ5 3.0 TFSI quattro (354PS) 2013– 8-speed Tiptronic Diesel engines Model Year Types Q5 2.0 TDI (143PS) 2012– 6-speed manual Q5 2.0 TDI (150PS) 2013– 6-speed manual Q5 2.0 TDI quattro (150PS) 2013– 6-speed manual Q5 2.0 TDI quattro (177PS) 2012– 6-speed manual, 7-speed S tronic Q5 3.0 TDI quattro (245PS) 2012– 7-speed S tronic Q5 3.0 TDI clean diesel quattro (258PS) 2013– 7-speed S tronic SQ5 TDI 3.0 TDI quattro (313PS) 2013– 8-speed Tiptronic with DSP and Sport mode SQ5 TDI 3.0 TDI quattro (326PS) 2016– 8-speed Tiptronic with DSP and Sport mode SQ5 plus TDI 3.0 TDI quattro (340PS) 2016– 8-speed Tiptronic with DSP and Sport mode Safety NHTSA tested a 2016 Q5. EuroNCAP tested a 2009 Audi Q5, 5-door SUV with front airbags, side airbags, seatbelt pretensioners and load limiters as standard and scored it accordingly: NHTSA[45] Euro NCAP[46] Overall: Overall: Frontal – Driver: Adult occupant: 33 pts / 92% Frontal – Passenger: Child occupant: 41 pts / 84% Side – Driver: Pedestrian: 12 pts / 32% Side – Passenger: Driver assist: 5 pts / 71% Side Pole – Driver: Rollover: / 15.1 % The Insurance Institute for Highway Safety also crash-tested the Q5, and presented the following results (ratings from 'poor' to 'good'):[47] Category Rating Moderate overlap front Good Side Good Roof strength Good Head restraints and seats Good Emissions concerns On the 19th of August 2020 tagesschau.de [48] reported that "turning the steering wheel changes exhaust emissions" significantly under test conditions. The First Generation 3.2L FSI engine is extremely prone to carbon buildup in the secondary air injection system, resulting in an extremely costly and necessary repair—which often rears its head following the warranty period.[citation needed] Second generation (Typ 80A; 2017–present) Motor vehicle Second generation (80A)OverviewProduction2017–presentAssemblyMexico: San José Chiapa (Audi México, S.A. de C.V.)China: Changchun (Q5L)Body and chassisBody style5-door SUV5-door coupé SUV (Sportback)LayoutFront-engine, front-wheel-driveFront-engine, four-wheel-drive (quattro)PlatformMLB evoPowertrainEngine2.0L TFSI I4 (252hp & 273lb-ft) (gasoline)2.0L TFSI I4 (249hp & 273lb-ft) (MHEV, gasoline) (Q5 45 TFSI quattro)2.0L TFSI I4 (CDL) (367hp & 369lb.-ft.) (PHEV, gasoline) (Q5 55 TFSIe)2.0L TDI I4 (163hp–190hp & 295lb-ft) (diesel)2.0L TDI I4 (EA189) (204PS & 400Nm.) (MHEV, diesel) (Q5 40 TDI Quattro)3.0L TDI V6 (282hp & 457lb-ft) (diesel) (Europe)3.0L TFSI' V6 (349 hp & 369 lb-ft) (gasoline) (SQ5)Electric motor48-volt main electrical system (MHEV)Permanent-magnet electric motor (PHEV)Transmission8-speed automaticHybrid drivetrainMild Hybrid 48V (Q5 45 TFSI quattro / 40 TDI Quattro)PHEV (Q5 55 TFSIe)Batterylithium-ionDimensionsWheelbase2,819 mm (111.0 in) 2,907 mm (114.4 in) (Q5L)Length4,663 mm (183.6 in)Width1,893 mm (74.5 in)Height1,659 mm (65.3 in) The second generation Q5 (Typ FY) was revealed at the 2016 Paris Motor Show. Long wheelbase version (Q5L), (2018-) A long wheelbase version was unveiled at the Beijing Auto Show, with 88 mm (3.5 in) added to the car, resulting in 23 percent more legroom. Markets Asia The second generation of the Q5 will be the first generation of the Q5 to be sold in Bangladesh.[49] The Q5 was launched in Thailand in August 2017, where a sole S line powered by a 2.0 TFSI engine (45 TFSI) and 2.0 TDI engine (40 TDI) with an Quattro all wheel drive system is available. The Q5 was launched in Malaysia in March 2019, where a sole Sport trim line powered by a 2.0 TFSI engine with an Quattro all wheel drive system is available.[50] North America The second generation Q5 was launched in North America in 2018. Production shifted from Germany to the new Audi México, S.A. de C.V. factory in San José Chiapa, Puebla, México. The Q5 was launched with a 2.0 TFSI petrol engine. Power output was 252HP/273 Lb-Ft. Audi's Quattro all-wheel drive system is standard, however it uses 'Quattro with Ultra Technology'. According to Audi, Ultra technology improves efficiency by decoupling the driveshaft to the rear wheels when all-wheel drive is not needed. Essentially the vehicle becomes front wheel drive when cruising, or in other driving situations where the vehicle's computers determine all-wheel traction is not needed. Audi claims the system is able to re-engage power to the rear wheels within milliseconds of the system detecting or predicting slip or the driver accelerating aggressively. Unlike in the previous 8R generation Q5, US vehicles are only offered with the 2.0T TFSI I-4 engine. The 2.0T '45 TFSI' model offers acceleration similar to the previous generation's 3.0 TFSI Supercharged V6 (face-lifted Q5 8R, 2013-2017) while using less fuel and reduced emissions. No TDI version will be offered in North America due to the fallout from the diesel emissions scandal. Bucking an industry-wide trend of moving away from dual clutch transmissions for the latest generation of conventional torque converter automatics, Audi actually replaced the previous generation's ZF 8HP 8-speed automatic transmission for their own 7-speed S-Tronic dual clutch gearbox. The SQ5 is offered as a performance variant of the Q5. In North American spec, it uses a 3.0L DOHC direct-injected Miller Cycle-capable 90° V6 with a single mono-scroll turbocharger. This engine, dubbed EA839, is a substantially reworked version of the previous-generation supercharged V6 (EA837) that was used in the first generation Q5 3.0T and SQ5. Power output for the turbocharged engines remains at 354HP, however torque increases to 369 lb-ft at only 1370RPM. Unlike the lesser powered Q5 '45 TFSI' 2.0T, Audi retained ZF's 8HP transmission for the SQ5. Unlike the Q5, the SQ5 utilizes the full-time rear-biased quattro VI AWD system. Gallery Audi Q5 S-Line TDI quattro Audi SQ5 TFSi quattro Audi SQ5 TFSi quattro Audi Q5 55 TFSi e quattro Audi Q5 55 TFSi e quattro 2021 facelift Post-facelift The 2021 Model Year includes the Generation 3 infotainment technologies. This includes a digital marketplace in the myAudi app to add Audi Connect plans and SiriusXM with 360L.[51] The 2021 Q5 was announced at the end of June 2020[52] and with expected first deliveries at the end of 2020. The main changes for 2021 model are: Exterior updates: increased side air intakes, new front, side sill, and new district green and ultra blue colors. Rear light cluster featuring new digital OLED technology New MMI touch-sensitive controls Exclusive edition named "edition one". Exterior design based on S line exterior, with black trim package. The engine gets a slight power increase and a 12-volt mild hybrid system.[53] The 2021 Q5 Minorchange was announced at 22 March 2021 in Thailand (CBU Mexico).[54] Production Year Units 2007[55] 162 2008[55] 20,324 2009[56] 109,117 2010[56] 155,052 2011[57] 191,987 2012[58] 209,895 2013[59] 231,466 2014[60] 260,832 2015[61] 267,651 2016[62] 297,750 2017[62] 289,892 2018[63] 298,793 2019[64] 286,365 2020[65] 276,015 See also List of fuel cell vehicles References ^ "Audi Q5 Online Special". Microsites.audi.com. Archived from the original on 26 October 2009. Retrieved 17 October 2009. ^ "Audi production schedule leaked 2008-2012". Retrieved 14 July 2015. ^ "Audi Q5: new images". Retrieved 14 July 2015. ^ "Audi A2 replacement". Archived from the original on 15 July 2015. Retrieved 14 July 2015. ^ "In Depth: Audi Cross Cabriolet quattro Concept". Audiworld.com. Archived from the original on 1 November 2010. Retrieved 17 October 2010. ^ Linton, Lascelles (15 November 2007). 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