

Dynamic and versatile: the second-generation Audi Q5 Sportback

- **Athletic: the new Audi Q5 Sportback* silhouette is more dynamic than its predecessor**
- **Clear and focused: interior design is the foundation for user-centric technical solutions and a premium feel-good atmosphere**
- **Enhanced: exterior advanced with advanced dynamic design elements comes as standard**

Ingolstadt, November 26, 2024 – Audi is expanding its model range with a sporty coupé, the Q5 Sportback*. With its progressive and dynamic silhouette, this derivative appeals to design-savvy customers who also desire the benefits of an SUV.

The Audi Q5 Sportback* combines characteristics typical of an SUV, such as versatility and a spacious interior, with an even more dynamic silhouette. The unmistakable design exudes sportiness with its characteristic sloping rear and elegant lines. The second generation of the Q5 Sportback* boasts a luggage capacity of up to 515 liters or up to 470 liters in the SQ5 Sportback*. When the rear row of seats is folded down, the storage space in the Q5 Sportback* increases to up to 1,415 liters or 1,388 liters in the SQ5 Sportback*. The Q5 Sportback* has a towing capacity of up to 2,400 kilograms.

Sporty design thanks to dynamic, sloping roofline

The design of the new Audi Q5 Sportback* is sleeker compared to its predecessor. The broad Singleframe is high and flanked by vertical, functional air curtains. The razor-sharp, sculptural headlights lend the car a honed look. A large air intake below the Singleframe houses the sensors. A dynamic rising line runs from above the rocker panel across the wheel arches to the rear bumper, giving the vehicle a dynamic appearance even when stationary. The horizontal shoulder line connecting the front and rear lights rises slightly above the rear lights to visually support the roof arch with its flat rear window.

The rear of the Q5 Sportback* is visually stretched as far as possible, creating a roofline that slopes from the B-pillar. This enhances the classic proportions of an SUV, creating an even more dynamic profile in the stylish Sportback form. Optional roof rails add utility value to the dynamic lines of the roof. The elegant rear window graphics also help to visually stretch the cabin.

The equipment, data, and prices specified here refer to the model program as offered in Germany. Subject to modifications. Errors excepted.

**The consumption and emission values for all models which are named here and are available for the German market are set out in the list at the end of this text.*

With minimal lines, the rear has a crisp design. The smooth surface that flows from the rear window to the lower edge of the sculptural light strip is bordered by a sharp cut across the entire width of the vehicle. Below is an uncluttered, broad surface. A sporty, distinctive breakaway edge at the trunk lid completes the progressive design. The diffuser is integrated into the raised bumpers, creating an island effect. Below are the tailpipes, while the S model features the iconic twin round tailpipes in a new, sharpened design.

Exterior advanced comes as standard in the Q5 Sportback*

The Q5 Sportback* is available in two versions: exterior advanced and S line. In addition, the SQ5 Sportback* has its own distinctive exterior. Compared to the base version, the exterior of the advanced version features dynamic elements with stylish accents. For example, the radiator grille and the inlays in the front air intake come in Scandium Gray, with a contrasting bottom line in Tambora Gray. The diffuser is finished in a grained matte black, and the rear inlays are in Selenite Silver. 18-inch light-alloy five-arm twist wheels are included.

The S line exterior and S model have larger front air intakes and a sportier rear diffuser. The Singleframe is surrounded by a chrome-look frame in matte Anthracite (S line exterior) and matte Silver (S model). Large L-wing-shaped side aero tubes accentuate the sporty ambitions of the Q5. On the S model, the Singleframe is further emphasized by vertical chrome-look L-wing ornaments in matte Silver. The chrome-look rocker panel trim in matte Anthracite on the S line exterior and chrome-look matte Silver on the S model further contribute to the dynamic character. The window trim comes in an aluminum look as standard. The second-generation digital OLED rear lights and the new projection light in the spoiler above the rear window enhance safety. The latter projects a graphic onto the top of the rear window, increasing the size of the brake light area.

Complementing the exterior: the interior design philosophy

The interior of the new Q5 Sportback* is systematically tailored to the needs of the occupants and epitomizes the new Audi design philosophy. Material properties were considered at a very early stage in the design, and together with the Audi MMI panoramic display and the MMI passenger display, form a visually distinct digital stage.

The high-contrast interior design purposefully places elements in the foreground or background, creating a three-dimensional spatial architecture that blends aesthetics with ergonomics. The interior has a markedly cozy ambiance. The “Softwrap” extends from the doors through the entire cockpit to the center console, creating a homogeneous and welcoming sense of space. In addition to being user-focused, the interior is sustainable. Materials such as Cascade upholstery and Dinamica microfiber are primarily made from recycled polyester, demonstrating Audi is also committed to using resources sustainably and efficiently in the Q5 Sportback*.

State-of-the-art combustion model with MHEV plus

The new Audi Q5 Sportback* is based on the Premium Platform Combustion (PPC), a platform architecture for conventionally powered vehicles with longitudinal combustion engines. It comes equipped at market launch with highly efficient MHEV plus technology. The new 48-volt MHEV plus electrical system supports the combustion engine and reduces carbon emissions while increasing performance and driving comfort. The vehicle is also capable of limited all-electric maneuvering and parking.

The new powertrain generator (PTG) generates additional torque of up to 230 Nm and 18 kW (24 PS). What's more, the 48-volt electrical system enables the use of an electric air conditioning compressor. This ensures the AC continues operating at full power, maintaining a comfortable interior temperature even when the engine is switched off, such as when coasting or at a red light.

The lithium-ion battery for vehicles with MHEV plus is based on lithium ferro-phosphate chemistry and boasts a storage capacity of 1.7 kWh. The primary function of the belt alternator starter (BAS) is to start the engine and supply electrical power to the battery. The BAS enables stretches of electric driving, relieves the combustion engine, and helps reduce consumption. During braking, the BAS returns energy to the battery (recuperation) with up to 25 kW of power. In this way, the Premium Platform Combustion enables partial electrification in the form of mild hybrids. Later in the Audi Q5 Sportback* lifecycle, plug-in hybrids will be available with a large battery and external charger.

In Europe, the Audi Q5 Sportback* will be available with three engines at market launch, with further drive variants to follow. Initially, all versions come equipped with MHEV plus technology, which briefly generates up to 18 kW (24 PS) of additional power. All models in the series also use the S tronic seven-speed dual-clutch transmission. The entry-level engine is a 2.0 TFSI with 150 kW (204 PS) and 340 Nm of maximum torque (combined fuel consumption in l/100 km: 7.4–6.5 (31.8–36.2 US mpg); combined CO₂ emissions in g/km: 169–148 (272.0–238.2 g/mi); CO₂ class: F–E) and front-wheel drive. Optionally, quattro all-wheel drive is available. With the 2.0 TDI, the Audi Q5 Sportback* is available as generation EA288 evo. It has an output of 150 kW (204 PS) and 400 Nm of torque (combined fuel consumption in l/100 km: 6.7–5.9 (35.1–39.9 US mpg); combined CO₂ emissions in g/km: 177–155 (284.9–249.4 g/mi); CO₂ class: G–E) and is only available with quattro drive. As the top model in the series, the Audi SQ5 Sportback* will be available at launch. The V6 TFSI with three liters of displacement has an output of 270 kW (367 PS) and a maximum torque of 550 Nm (combined fuel consumption in l/100 km: 8.8–8.1 (26.7–29.0 US mpg); combined CO₂ emissions in g/km: 199–184 (320.3–296.1 g/mi); CO₂ class: G).

Market launch and prices

The new Q5 Sportback* and SQ5 Sportback* will be available to order from December 2024. Prices start at 54,800 euros or 85,400 euros for the S model*.

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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segment. The brands Audi, Bentley, Lamborghini, and Ducati produce at 21 locations in 12 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2023, the Audi Group delivered 1.9 million Audi vehicles, 13,560 Bentley vehicles, 10,112 Lamborghini vehicles, and 58,224 Ducati motorcycles to customers. In the 2023 fiscal year, Audi Group achieved a total revenue of €69.9 billion and an operating profit of €6.3 billion. Worldwide, an annual average of more than 87,000 people worked for the Audi Group in 2023, more than 53,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.

Fuel/electric power consumption and emissions values of the models named above:

Audi Q5 Sportback TFSI

Combined fuel consumption in l/100 km: 7.4–6.5 (31.8–36.2 US mpg);
combined CO₂ emissions in g/km: 169–148 (272.0–238.2 g/mi); CO₂ class: F–E

Audi Q5 Sportback TFSI quattro

Combined fuel consumption in l/100 km: 7.9–6.9 (29.8–34.1 US mpg);
combined CO₂ emissions in g/km: 178–157 (286.5–252.7 g/mi); CO₂ class: G–F

Audi Q5 Sportback TDI quattro

Combined fuel consumption in l/100 km: 6.7–5.9 (35.1–39.9 US mpg);
combined CO₂ emissions in g/km: 177–155 (284.9–249.4 g/mi); CO₂ class: G–E

Audi SQ5 Sportback

Combined fuel consumption in l/100 km: 8.8–8.1 (26.7–29.0 US mpg);
combined CO₂ emissions in g/km: 199–184 (320.3–296.1 g/mi); CO₂ class: G