Audi Q3 SUV

TFSI quattro 150 kW S tronic

Engine / electrics

Engine type	Inline 4-cylinder engine
Valve gear / number of valves per cylinder	Roller cam follower, continuous intake and exhaust camshaft adjustment, hydraulic valve-play compensation / 2/2 inlet/exhaust valves per cylinder
Displacement in cc / bore x stroke in mm / compression	1984 / 82.5 x 92.8 / 12.2
Max. power output in kW (PS) / at rpm	150 (204) / 4500 – 6000
Max. torque in Nm (lb-ft) / at rpm	320 (236.0) / 1500 – 4400
Mixture preparation	Direct injection, lambda control, knock control, turbocharger, intercooler
Exhaust emission control	Catalytic converter, oxygen sensor, gasoline particulate filter
Emission standard	Euro 6e-bis
Max. electrical output at 12V in kW	1.6
On-board voltage 1 in volts	12

Drivetrain / transmission

Drive type	On-demand quattro permanent all-wheel drive with electronically controlled multi-plate clutch
Type of rear axle differential	Standard
Clutch	2 electrohydraulically controlled multi-plate clutches (wet)
Transmission type	7-speed S tronic
Transmission ratio in $1^{st}/2^{nd}$ gear	3.400 / 2.750
Transmission ratio in $3^{rd}/4^{th}$ gear	1.767 / 0.925
Transmission ratio in $5^{th}/6^{th}$ gear	0.705 / 0.755
Transmission ratio in $7^{th}/8^{th}$ gear	0.635 / -
Reverse gear ratio / final drive ratio 1-2 / 2-3	2.900 / 4.813 / 3.667

Suspension / steering / brakes

Type and design of front-axle suspension	McPherson struts, front
Type and design of rear-axle suspension	4-link rear axle
Tires (basic)	235 / 60 R 17
Wheels (basic)	Cast aluminum 7.5 J x 17
Steering	Electromechanical steering with speed-dependent power assistance
Steering ratio	14.8
Turning circle in m (ft)	11.8 (38.7)
Brake system	Dual-circuit brake system with diagonal split, ESC/ABS/EBD, brake booster, hydraulic brake assist; Front: floating caliper; Rear: floating caliper with integrated electronic parking brake

Performance / fuel

Top speed in km/h (mph)	229 (142.3)
Acceleration, 0-100 km/h (0-62.1 mph)	7.1
Fuel type / octane value / fuel standard	Gasoline / 95 / DIN EN 228

Comsumption / emission[1]

Fuel consumption, combined in l/100 km (US mpg)	8.4 – 7.7 (28.0 – 30.5)
CO_2 emissions, combined in g/km (g/mi)	190 – 175 (305.8 – 281.6)
CO_2 class	G – F

Servicing / guarantee (Germany)

Service interval	30,000 km (18,641.1 mi) / 2 years, whichever comes first
Vehicle / paint / rust perforation guarantee	2 / 3 / 12 years
Insurance classification in Germany: third party / fully comprehensive / part-comprehensive	15 / 24 / 24

Weights / loads

Unladen weight without driver / with driver / gross weight limit in kg (lb)	1660 / 1735 / 2260 (3659.7 / 3825.0 / 4982.4)
Front / rear axle load limit in kg (lb)	1180 / 1150 (2601.5 / 2535.3)
Trailer load limit on 8% / 12% gradient, braked // unbraked in kg (lb)	2000 / 2000 // 750 (4409.2 / 4409.2 // 1653.5)
Roof load limit / permissible nose weight in kg (lb)	75 / 90 (165.3 / 198.4)

Capacities

Cooling system capacity (incl. heating) in l (US gal)	9.2 (2.4)
Engine oil capacity, including filter (change volume) in l (US qt)	5.7 (6.0)
Fuel tank capacity / optional in l (US gal)	60 (15.9) / -

Dimensions[2] / body

Body type / number of doors / number of seats	Unitary steel / 5 / 5
Drag coefficient C_d / frontal area A in m^2 (sq ft)	0.32 / 2.49 (26.8)
Vehicle height from – to in mm (ft)	1588 – 1623 (5.2 – 5.3)
Vehicle length from – to in mm (ft)	4531 – 4531 (14.9 – 14.9)
Vehicle width, without mirrors, from – to in mm (ft)	1859 – 1859 (6.1 – 6.1)
Vehicle width, including mirrors, in mm (ft)	2087 (6.8)
Wheelbase (full load) from – to // track width front/rear in mm (ft)	2678 – 2681 // 1588 / 1581 (8.8 – 8.8 // 5.2 / 5.2)
Overhang angle, front / rear in degrees	17.0 / 25.0
Height of loading edge from – to in mm (ft)	759 – 768 (2.5 – 2.5)
Luggage compartment behind the 2nd seat row in l (cu ft)	488 (17.2)
Largest luggage capacity behind the 1st seat row in l (cu ft)	1386 (48.9)

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[1] Additional equipment and accessories (attachments, tire size, etc.) may change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, alongside weather and traffic conditions as well as individual driving style, may affect a vehicle's fuel consumption, CO_2 emissions and performance figures.

[2] Value range taking into account different chassis and equipment lines in relation to the basic model.