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TEST DRIVE

Q7, Gen 2, Plus 1

2018 Audi Q7 3.0T quattro Tiptronic

DAN LYONS | text
Special to the Times Union

Q7 — Audi's seven-passenger luxury crossover — fields three trim levels for 2018. Premium (MSRP: \$49,900) and Premium Plus (\$53,900) can be had with a base 2.0L four-cylinder motor, or upgraded to a 3.0L six (add \$6,500). Prestige trim (\$65,400) is strictly six under the hood. Regardless of trim or motor, all Q7's are equipped with Audi's quattro all-wheel-drive system.



Redesigned last year, Q7 carries forward into 2018 with minimal changes. Premium models get a high end (Bose) audio system. Prestige trim adds soft-close doors. And, keyless entry/push button start/driver's seat memory are now standard across the board.

My Q series flagship test driver had all flags flying. The Prestige trim crossover was fully decked out with the Adaptive Chassis package (\$4,000), Driver Assis-

2018 Audi Q7 3.0T quattro Tiptronic

MSRP: \$56,400 · As tested: \$75,700

tance package (\$2,400), Titanium Black Optic package (\$1,700), the Cold Weather package (\$650), and Graphite Gray metallic paint (\$575). That, and a \$975 destination charge, yielded a bottom line of \$75,700.

While I've not driven the Q7 with the 2.0-liter motor, I feel safe in saying that the bigger six is the way to go for this vehicle. The 2.0L is a turbocharged four-cylinder, rated at 252 horsepower and 273 lb.-ft. of torque. This is the same engine that we drove in the recently reviewed Audi A4. In that car, the 2.0 was quite quick (reaching 60 from a standstill in 5.7 seconds, according to Audi).

However, a quattro-equipped A4 weighs 3,626 lb., while an AWD Q7 tips the scales at 4,938 lb. The four cylinder's muscle is therefore moving much more mass, and as a result, the trip from 0-60 takes 7.1 seconds. That's respectably quick for most vehicles, but in a luxury piece like this, you'd be looking at the taillights of the competition. (Q7 competes with the likes of the Acura MDX, Lexus GX460 and the Volvo XC90).

The 3.0L is a supercharged V-6. Making 333 horsepower and 325 lb.-ft. of torque, it can power a quattro Q7 to sixty mph in 5.7 seconds, with a top, track speed



THE 2018 AUDI Q7 is the German automaker's seven-passenger luxury crossover, available in three trim levels. Engine options include a 2.0L turbocharged four-cylinder (rated at 252 h.p.) and a supercharged 3.0L V6 (rated at 333 h.p.)

of 130 mph. That's a skosh quicker than the Acura/Lexus/Volvo trio noted above. The numbers translate as less time in the left lane when passing, and an enjoyable excess of power whenever you ask for it.

The strength of the V-6 is also handy when towing, which is frequently in the job description for a large vehicle like this. The Q7 quattro is rated to pull a maximum of 7,700 lb. That compares with 4,400 lb. with the 2.0L engine. You would expect the four-cylinder in the Audi would do better than the six on fuel economy, and you would be wrong. The 21 miles per gallon combined estimate by EPA puts the Q7 with the 2.0L near the top of the competitive set we've talked about, trailing only the Volvo (23). It's also the

exact, same mileage rating as the 3.0L powered Q7.

One of the biggest ticket options on this Q7 was the \$4,000 Adaptive chassis package.

The bigger six-cylinder 3.0L engine is the way to go for this vehicle.

The adaptive air suspension and all-wheel steering combine to make the Q7 impressively light on its feet for its size, and ride quality is exceptional. The question is, how nimble do you need your full size crossover to be? Unless you want the best of everything, I suspect that the standard suspension setup would please the vast majority of Q7 buyers, and the \$4,000 saved could be put to use elsewhere on the option list, or just plain elsewhere. Audi's quattro AWD system maximizes your traction on dry or wet roads. The full-time system splits the power flow 40 percent

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