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2007 Audi Q7

Engine	V6, 3.6 Liters
Output	280 hp / 266 lb-ft
Top Speed	130 mph Limited
0-60 mph	8.0 sec (est.)
Weight	5015 lbs
Price As Tested	\$45,900

To download this article in pdf format to your computer, [click here](#).

To view a comparison chart of all the features in all different versions of the Q7, [click here](#).

To view all specifications of the Q7 V6 engine model, [click here](#).

Videos: 2 Videos of this vehicle can be found at the bottom of this page.



Download Apple QuickTime viewer [here](#).

View a video of the interior and exterior and watch how it drives. (in .mov format) [Click Here](#)

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Audi, the originator of Quattro all wheel drive, did not have a SUV in its lineup until this past year. Being one of the last of the Germans

manufacturers to bite the bullet and build a SUV in this dangerous time for SUV's in the USA is quite risky. Audi was never one to go after high sales numbers like its cousins in Germany, being content thus far making premium sport sedans with a emphasis on 'sport' and a better price than its rivals. Mercedes had always been the more luxurious one, while BMW offered a fine balance of both sport and luxury, and Porsche offered something for the sport car lover. Audi set itself apart by offering a firmer ride,



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Our Q7

features a 3.6-liter FSI direct-injection V6 engine that produces 280 hp and 266 lb-ft of torque. Mated to this is a 6-speed automatic transmission with Tiptronic, allowing the driver to select gears manually and Dynamic

Shift Program which selects from over 200 shift programs to match driver needs. The Q7 also has the latest generation Quattro permanent all-wheel drive system, with asymmetric/dynamic torque distribution (torque split 42:58). The air suspension allows you to firm up the ride and raise the vehicle for truly variable levels of performance. Steering control is via a servotronic, speed-

all-wheel drive, and an overall harder, sportier feel than even BMW all at a lower price. Out of all the German manufacturers, Audi had a nice position in the market and appealed to a core group of buyers, who were affluent yet still wanted an understated sport sedan. Audi purists could not have imagined that they would build a SUV, something that, due to its size and weight, could not handle like other Audi four-door sedans. Nevertheless, as with any smaller car manufacturers, there was a need to grow bigger, and offer more products.



From a host of true competitors like the ML from Mercedes, the BMW X5, and the Porsche Cayenne, Audi has managed to position itself in a unique manner. Just as loyal

Porsche owners have bought a Cayenne, Audi hopes the Q7 will be parked in many previous Audi owners' garages. We recently tested the Q7 3.6 Liter Premium Edition which wowed us in so many ways. What is so unique about the Q7 is that it is roomier than any of its rivals and offers something for the American branded SUV lover as well.

1



The amount of feedback coming to the driver from the pedals and the steering wheel is quite high, something that is very difficult to attain. Steering is super precise with good

amounts of road feel. For a large SUV the Q7 feels much more like a smaller vehicle behind the wheel. This is one vehicle you must take for a long test drive. The feedback from the wheel feels light and maneuverable, without being overly light. Carving the Q7 through curves at high speed feels fun much like a sports car. The large width of the Q7 may be the true reason behind

sensitive close-ratio power unit for very precise input and feedback.



Driving habits of the Q7 are as supple or as sporty as you want the vehicle to feel. The air suspension system is wonderful and its controls are similar to

that of the Audi A8. Automatic setting rarely sets the suspension to the more firm dynamic level and comfort setting is truly great for bumpy roads. Even with large 20 inch wheels the vehicle feels quite supple in the 'comfort' setting. However, the Audi Q7 will never feel as quiet, or boring, as a Lexus, despite the air suspension. Putting the setting on a harder 'sport' mode, lowers the Q7 significantly, and stiffens body sway and allows for more road feel.

2

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Stopping this monster was just an enjoyable as pushing the accelerator. We think this is perhaps the best braking system on the market today, we simply have

not felt anything that is so quick and works so well on any other production car in this price range. Pressing the brake slightly causes the vehicle to slow down so drastically that we never felt the urge to see how it actually stops when slamming on the brakes. The Q7 has front ventilated disc brakes with 350mm x 34mm rotors and 6-piston front calipers. In the rear, the Q7 has ventilated disc brakes with 330mm x 28mm rotors. Another

this fantastic feeling in the esses.



The engine is very smooth and powerful. The sound of the exhaust is also noticeable at full throttle giving us a sporty feeling while driving. Gear shifts are liquid smooth

though not as quick as on a DSG transmission. If the Q7 had a DSG transmission system it would have greatly improved the fun factor. In manual shifting mode we could feel a split second delay in shifts which should have been improved. Overall, Audi's smooth V6 engine combined with their excellent 6-speed automatic transmission made for a great combination. Whereas in the Cayenne V6, you can lagging or struggling in hard acceleration, the Q7 did not display similar traits and was quite sporty. It was fantastic to see such smooth acceleration with a V6 engine.

3



The exterior of the Q7 looks far more menacing in person than in photos. The front is just massive with devilish looking headlights and a wide open grill. The headlights are narrow

and thin, unlike the Micky Mouse lenses on the Porsche Cayenne. The Q7 has a large center grill, and its very intimidating, like a wide open mouth ready to swallow another car. We found that many people would move out of the left lane as we approached and the Q7 turned heads everywhere we went. In person, the Q7 stands tall and has a nice elongated body while being wide as well. The proportions seem just right, unlike the short rear of the Cayenne, the Q7 has a much longer rear trunk, making the Q7 appear much more substantial. Standard equipment on the Q7 3.6L are 18 inch wheels and tires, however, our vehicle had the optional wheel package, that featured 20 inch 5-double spoke cast alloy wheels

superb feature is the four-wheel anti-lock brakes with Electronic Brake pressure Distribution (EBD). Perhaps the best braking innovation included in the Q7 is the Hydraulic Brake Assist, a system



which automatically senses emergency braking and applies maximum available power boost to reduce overall stopping distance. Combine this with ESP and you have a amazing

system that brakes one wheel at a time to help you go where you want to go on icy roads which we did test during our ice storm. Be sure to watch our videos.

4

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The interior is large and comfortable. High quality abounds everywhere from the leather to the genuine wood trim and aluminum accents. Audi's design is trendy and modern, using

wedge shapes and sharp angles. It definitely stands apart from its German cousins, BMW, Mercedes and Porsche. Audi focuses more on functionality, leading to a refined and elegant interior that is usable. Take a look at the doors while sitting inside and you can notice the angular shape of the door handle perfectly set in a natural position for your hand with a soft armrest as well. There is also a space in the door for a bottle; it's angled deep in the bottom of the front door, thereby using that space more efficiently. A behind the wheel, the driver feels in control, like the captain of the ship. We liked the large and thick leather covered steering wheel and shift knob. The steering wheel features dials which

with 275/45 all-season tires. The massive 20 inch wheels look excellent and there will be no need for anyone to run to their local tire center to buy aftermarket rims.



Along the side doors are steel running boards with black plastic steps. We really appreciated this especially when we

had the Q7 raised to its highest suspension setting. Without this, we would have had to get a running start and jump in considering that the Q7 has a total ground clearance of 8.1 inches with the standard suspension and 9.4 inches with the air suspension. You can also lower the Q7 to a loading height which makes getting in and out very comfortable. The rear taillights are a large wrap-around one piece unit, completely colored in red with square brake lenses, something that looks very good. In the rear bumper itself, there is a long one piece lens that wraps to the side fender and has integrated rear fog lamps built-in. This creates a nice futuristic look, especially at night. There are also LED perimeter lights in the exterior mirrors that are activated when the doors are unlocked to light your path. The exterior mirrors also feature long thin turn signals which are beautiful at night. Just look at our photos and videos for all this.

5



The Q7 is filled with all the gizmos that you could want, some optional and some standard. In our test car a navigation system was installed, which is one of the best we have ever

tested in any car. Its maps are just beautiful and vivid with quick zooming capability. The only thing missing is that you cannot select a destination by just moving the map and clicking on it. Also lacking are destinations by phone number which some other systems offer. The climate control system is equally impressive and functions with

make selecting a station easier, and faster. There is also a tilt and telescopic manually adjustable steering column. All switches are of similar style and feel, making for good continuance throughout. We liked the aluminum ribbed dials on the climate controls and the MMI system. They give a nice 'click' sound when being turned and feel like they



are of very high quality, something like the click wheel in the iPod. We wish buying a new car was made easier, without all the taxes and fees imposed on us in the east coast. Then

perhaps more new cars would be on the road sooner giving us all a safer commute and more advanced features, enabling us to move forward faster. I guess till then we must all lease a car.

6

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Front seats have 12-way electrical driver's side adjustment (including 4-way lumbar) and a less adjustable passenger seat. The rear seats are capable of folding 40/20/40 and quite easily and offer seatback angle adjustment as well. The seats in the rear cabin are quite comfortable as well

offering deep lower cushions and all seating

ease. The fully automatic dual-zone climate control system has seven temperature sensors, sun sensor and a pressure sensor, making for a very comfortable interior. Everything is displayed in the large information screen on top of the dash for a graphical view of every function. The radio, CD changer, and satellite radio are also controlled by way of the MMI control knob. We could not get the voice control system to function in our test car, perhaps it was an optional item not included in our



car. The telephone system only works with a cradle even though it is Bluetooth capable. Why have a Bluetooth system when it cannot

connect to any phone? Perhaps this should be changed quickly.

The interior of the Q7 is very wide giving you lots of room to stretch out. The Q7 is wider than a Cayenne and offers more legroom as well. The Q7's wheelbase is 118.2 inches and the overall length is 200.2 inches. Head room in front and rear is 39.5 inches while shoulder room is 58.7 inches. Seats are quite comfortable even on long 8-hour journeys. We had plenty of leg room to stretch out with over 41.3 inches of space in front and rear seats. In our long haul trip we arrived quite relaxed, without any major parts aching.

7



Without the third row of seats trunk space is very large as well, a great benefit in this large SUV. We were able to fit 4 large suitcases and 2 smaller ones all in back. Forget

buying a Yukon or Expedition from now on, you can have a luxury ride, sports car like handling, and all the space you need. You will find under the rear cargo floor, which has some very thick carpeting by the way, a dual tray system for storing items out of sight or for storing wet items.

positions have large grab handles on the doors and an equally comfortable armrest. In the center console facing the rear passengers are dual heated seat controls, 12v outlets and air vents. The rear seat center armrest has a slide out dual cup holder which is a nice feature and something you should check out in your test drive is the quality of both arm rests in this Audi Q7. An essential item is a backup camera or some sort of backup sensor as the Q7 is quite long and in our test car it was not added as an option though we highly suggest it.



The sound system in the Q7 surpassed our expectations especially in the Satellite radio mode. The Bose premium surround sound system with AudioPilot noise

compensation featured a total of 14 speakers, a rear subwoofer and a front centerfill speaker. It produces 270 watts and has a 10-channel DSP and Dolby 5.1. Also included was an in-dash 6-disc CD changer. Surround sound modes made the interior feel like a studio with amazing bass and superb volume. You can easily wake up the whole neighborhood with the Q7.

8

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We were lucky enough to have the Q7 in a ice storm. Therefore testing on ice sheets was easily done and we are very happy to tell you that the Q7 performed quite well. The

stability control system would easily figure out where I wanted to go, by the direction of my steering wheel and brake certain wheels to make sure the Q7 would go in that direction. The Q7 easily conquered thick sheets of ice in traction as well. The anti slip regulation provided solid feeling

The power tailgate was very useful and could be opened with switch on the driver's door or from the remote control key. Loading is also made easier by a switch located in the trunk to lower the back end for loading, great for showing off to your neighbor. Another noteworthy item is the heavy rubber floor mats that featured a tire pattern design. They were well suited to hold lots of snow, water or mud, without causing a mess of the interior. The actual carpeting throughout the car was also quite nice. It was a very heavy berber style of carpeting, much nicer than you find in most other vehicles.



In our tests we averaged 15.6 miles per gallon while on fully highway driving we were able to get 18mpg. The Q7 is heavy and large thus fuel economy will be low, a hybrid

powertrain is needed to get these numbers up. We felt at times the large doors were a bit too heavy, a elderly person may not be able to deal with such a large and heavy door at times. Even though we like having heavy doors for a more solid feeling to the entire car, perhaps it was a bit of overkill in this Q7. Audi also pushes the limits of interior design by having a powered glove compartment, beautiful interior lighting, and high quality exterior lighting. The dual moving Bi-Xenon headlamps are a great option to have in today's world combined with powerful fog lamps you can really feel safe in night time driving. Even the outside rearview mirrors fold up at the touch of a button. Audi is certainly improving everything in their line and having such a high quality car for a daily driver will be a pleasure for owners.

9

starts on ice making us feel more confident as a driver. Braking was also done in the icy conditions and the Q7's ABS system made stopping on ice quick, even allowing us to turn and navigate around things relatively easily. In about a foot of snow with a ice layer below, the Q7 was able to keep moving forward, even on a hilly incline. Our snow testing alone proves that this Audi is a great vehicle to have, much better than any American SUV, and wider and more stable than most other German SUV's.



The Q7 has rated the highest possible rating on the NHTSA crash tests and it did this in both front and side impact tests. Add to this a available large

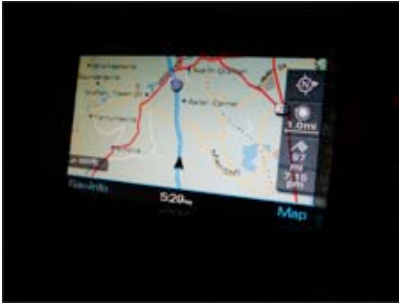
panorama roof which

was not included in our options list and you have a unbeatable offering. A new feature missing our test car was the Audi side assist which lets you know when cars are in your blind spot on either side, a very helpful thing.

Once again the Q7 has put Audi ahead of the pack. Unlike its cars, with the Q7, Audi has truly surpassed other German automakers by delivering a great product at a very good price. Though it is not just like the concept car unveiled a few years ago, which we would have truly loved to see produced, the Q7 is a great vehicle to look at in person, and pictures do not do it justice. So go for a test drive and be wowed.

10

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PRICING	INVOICE	RETAIL
Base Pricing	\$42,395	\$45,900
Destination	\$720	\$720
Infotainment Package - Audi Navigation System, Bluetooth phone prep, Sirius satellite radio	\$2,548	\$2,800
Adaptive Air Suspension	\$2,366	\$2,600
Convenience Package - Power tailgate, Homelink, Adaptive Front Lighting System, Auto-Dimming & Electrically Folding Exterior Mirrors, Memory front drivers seat.	\$1,092	\$1,200
PQF S Line Sport Package	3,413	\$3,750
WQB S Line Sport Package	\$2,685	\$2,000
PTA Technology Package	\$2,184	\$2,400
YNA Off-Road Style Package	\$2,184	\$2,400
5KY Luxury 6-Seater Configuration	\$1,720	\$1,890
3FU Panorama Sunroof	\$1,684	\$1,850
7X7 Advanced Parking System w/Rear View Camera	\$728	\$800
PPX Convenience Package	\$1,092	\$1,200
N5A Premium Cricket Leather	\$910	\$1,000
9AH 4-Zone Climate Control	\$865	\$950
PHL Segmented Steering Wheel w/Shift Paddles and Wood Shift Knob	\$628	\$690
5K3 3rd Row Of Seats	\$628	\$690
QV8 Sirius Satellite Radio	\$501	\$550
1D6 Towing Package	\$501	\$550
7Y1 Audi Side Assist	\$455	\$500
PT1 Bluetooth Phone Preparation w/Comfort Center Armrest	\$455	\$500
VJ4 Contrast Bottom Paint	\$455	\$500
4X4 Rear Side Airbags	\$319	\$350
7D3 Audi Music Interface	\$212	\$290



Traffic Cameras & Delays



National Traffic



COMPARISONS	2007 Audi Q7 3.6 Premium quattro 4dr SUV AWD (3.6L 6cyl 6A)	2007 BMW X5 3.0si 4dr SUV AWD (3.0L 6cyl 6A)	2007 Volkswagen Touareg V6 4dr SUV AWD (3.6L 6cyl 6A)	2007 Mercedes-Benz M-Class ML320 CDI 4dr SUV AWD (3.0L 6cyl Turbodiesel 7A)	2007 Infiniti FX35 4dr SUV AWD (3.5L 6cyl 5A)
MSRP	\$45,900	\$45,900	\$38,110	\$43,680	\$39,300
Invoice	\$42,397	\$42,230	Being Researched	\$40,622	\$36,126
Basic	4 yr. / 50000 mi.	4 yr. / 50000 mi.	4 yr. / 50000 mi.	4 yr. / 50000 mi.	4 yr. / 60000 mi.
Drivetrain	4 yr. / 50000 mi.	4 yr. / 50000 mi.	5 yr. / 60000 mi.	4 yr. / 50000 mi.	6 yr. / 70000 mi.
Roadside	4 yr. / Unlimited mi.	4 yr. / Unlimited mi.	4 yr. / Unlimited mi.	Unlimited yr. / Unlimited mi.	4 yr. / 60000 mi.
Rust	12 yr. / Unlimited mi.	12 yr. / Unlimited mi.	12 yr. / Unlimited mi.	4 yr. / 50000 mi.	7 yr. / Unlimited mi.

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Base Engine Type & Cylinders	V6	inline 6	V6	V6	V6
Base Engine Displacement	3.6 liters	3.0 liters	3.6 liters	3.0 liters	3.5 liters
Valvetrain	24 Valves double overhead cam (DOHC)	24 Valves double overhead cam (DOHC)	24 Valves double overhead cam (DOHC)	24 Valves double overhead cam (DOHC)	24 Valves double overhead cam (DOHC)
Horsepower	280 hp @ 6200 rpm	260 hp @ 6600 rpm	276 hp @ 6200 rpm	215 hp @ 3800 rpm	275 hp @ 6200 rpm
Torque	266 ft.-lbs. @ 2750 rpm	225 ft.-lbs. @ 2750 rpm	266 ft.-lbs. @ 3200 rpm	398 ft.-lbs. @ 1400 rpm	268 ft.-lbs. @ 4800 rpm
Tires	255/55R18 109H all season	255/55R18 H run flat	255/60R17 H all season	235/65R17 H all season	265/60R18 V all season
Liftgate Window	Not Available	Being Researched	manual flip-up	fixed	fixed
Rear Door Type	power liftgate	split liftgate	liftgate	liftgate	liftgate
Xenon Headlights	Standard	Standard	Optional	Optional	Standard
Cornering Lights	Standard	Standard	Not Available	Optional	Not Available
Navigation System	DVD navigation system w/voice activation - Optional	DVD navigation system w/voice activation - Optional	DVD navigation system - Optional	DVD navigation system - Optional	DVD navigation system - Optional
Turning Circle	39.4 ft.	42 ft.	38.1 ft.	37.9 ft.	38.7 ft.
Length	200.2 in.	191.1 in.	187.2 in.	188.5 in.	189.1 in.
Width	78.1 in.	76.1 in.	75.9 in.	75.2 in.	75.8 in.
Height	68.4 in.	69.5 in.	68 in.	71.5 in.	65.9 in.
Weight	5049 lbs.	4982 lbs.	5168 lbs.	4817 lbs.	4314 lbs.
Wheel Base	118.2 in.	115.5 in.	112.4 in.	114.7 in.	112.2 in.
Ground Clearance	8.1 in.	8.3 in.	8.7 in.	8.3 in.	7.6 in.
Interior	Q7	X5	Touareg	M-Class	FX35

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Rear Shoulder Room	58.1 in.	58 in.	57.4 in.	59.8 in.	57.4 in.
Front Leg Room	41.3 in.	40 in.	41.3 in.	42.2 in.	43.9 in.
Rear Leg Room	37.1 in.	36.6 in.	35.6 in.	40 in.	35.2 in.

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