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Audi q5 2010 user manual

Purchase tip: Before you walk into a dealership, shop online price first. Avoid overpayment with the following pricing services: • Car Clearance Deals • CarsDirect • MotorTrend With these services you can: • Force sellers to compete for your business. • Start your own online price war. • Many prices are not advertised online. • It's free and unbound. Visit Car Handling Offers, CarsDirect & MotorTrend. Thinking of sinking your hard-earned money into a luxury SUV? If so, you might want to check out the 2020 Audi Q5 and 2020 BMW X5. In this segment, they are two fierce competitors. Both offer tons of luxury features and some engine options. They are also remarkably spacious vehicles. But you will notice that the price of the X5 is significantly higher than the Q5. Does that mean it's a better vehicle than the Q5? Not necessarily. Both of these cars come with their pros and cons and have something a little different to offer. Even if money is no item for you, you want to get the vehicle that best suits your needs – and it's not necessarily a more expensive vehicle of both. In this scoreboard, we will go through powertrains, controllability factors and safety features and evaluations. Finally, we'll tell you which one we think is worth better and is an overall smarter purchase. Powertrain You want something powerful, don't you? That's the whole point of buying a luxury SUV. You want to feel that your vehicle can quickly establish speed and build energy as you require it. The 2020 Audi Q5 and 2020 BMW X5 are powerful vehicles with well-made power units. But is one better than the other? The Q5 offers only one drive - a 2.0-L turbocharged 4-cylinder. It gets matched with a somewhat unconventional 7-speed dual-clutch gearbox. Together, this drive gives a solid 248 hp and 273 lb-ft of torque. A hybrid version of this powertrain is available. With its battery and other hybrid components, it gets a combined torque of 349 hp and 369 lb-ft. PHEV can also gain an additional 20 miles of pure electric range. The BMW X5 has several different drive options to choose from. The SDrive40i and xDrive40i both come with a 3.0-L inline 6-cylinder engine that gets 335 hp and 330 lb-ft of torque. If you want more, the xDrive50i has a 4.4-L V8 that generates 456 hp and 479 lb-ft of torque. The line-topping M50i trim level has a boosted-up version of the 4.4-L that gets a whopping 523 hp and 553 lb-ft of torque. Each is equipped with an 8-speed automatic transmission. All-wheel drive is standard for everyone except the sDrive40i, which has rear-wheel drive instead. Overall, the X5 offers several good options that allow you to customize your vehicle. Many will find the xDrive40i to be sufficient as it will definitely dredge up enough power to get the X5 up and running on the highway. Driving characteristics Speaking of road performance, it is important to consider how the vehicle is. Both have quite a few hits, although each has some misses. Let's start with the Audi Q5 2020. The Q5 is able to get from 0 to 60 mph in 6.2 seconds, which is a decent time for this segment. Its brakes are great easy to modulate and won't go all soft on you after some wear and tear. They can help the vehicle get into a safe panic stop from higher speed and cope well in everyday driving situations. Manipulation feels strong, but the stability control system tends to engage too much and becomes unnecessarily disruptive. Still, due to its smaller size, the Q5 is easy to maneuver through tight areas and won't require you to rely on even a standard rear-view camera. Also with its 24mpg combined (real world tests put it at 26-28mpg though), you get a decent amount of fuel efficiency. The 2020 BMW X5 has several engine options that are responsive and powerful. Even a basic engine can get you from 0 to 60 mph in about 6 seconds. There is an optional off-road package if you plan to go off the beaten track a lot. However, the control and control feels quite boring. The steering system offers the driver relatively no feedback and feels too hovering when rounding over corners (unless you've involved sports mode which is a little more fascinating). The eight-speed automatic transmission ensures smooth shifting and is well compared to the seven-speed DCT on the Q5. So, what about comfort and interior design? These are elements of controllability that need to be discussed. The Q5 is designed for long trips, although the seats don't have as much padding in them as you might expect to find in a luxury vehicle. However, they are well-strengthened for support, and leather upholstery breathes well. If you opt for ventilated seats, you will have a pleasantly cool ride on hot summer days. The only drawback is that the rear seats don't have as many thigh rests as some adults might need. There is basically no noise to be heard coming from outside Q5. The cabin is mostly quiet, with no noise from the wind or the road. The engine snarls until you start it, and then it might sound too aggressive. The design in the cockpit is about functional minimalism, which includes multipurpose knobs and switches that are well marked and easy to detect. With slim roof posts and wide windows and windscreen, you get great visibility. The cabin itself is surprisingly spacious with plenty of legroom in the rear seats for taller adults. The MMI infotainment system is very user friendly and the integration of smartphone apps via Android Auto and Apple CarPlay is standard. However, the cargo space is a bit small and the rear seats do not fold. With the BMW X5, you get a completely up-to-date iDrive infotainment system, but unfortunately it comes with a steep learning curve that could prove too much for some drivers. There is an optional air suspension that maintains smooth on normal road surfaces, but allows too many bumps to come on more rugged surfaces. Sports mode is quite a lot and sends quite a bit of road surface crashes into the cab. The front seats offer plenty of support and are highly adjustable, so passengers can find the seating positions that best suit them. However, the rear seats are too flat. Getting in and out of the X5 is not easy and larger drivers would do well to avoid adding optional step boards for this reason. The cabin is spacious, at the front and ad. But you will have to deal with an excess of technical controls on the center console, and the visibility is terrible. Even side mirrors and door frames make it difficult for drivers to see pedestrians and other road users who are not in normal vehicles. Q5 may seem simpler, but a straightforward approach pays off. BMW missed the mark with a confusing X5 dash and a confusing infotainment system. And the quality of the ride is a sore spot in the luxury SUV segment. Safety Of course, driving isn't just about having fun, it's about getting to your destination safely. Knowing how these two vehicles accumulate from a safety point of view is important when you are trying to decide between them. The Audi Q5 2020 is loaded with a wide range of standard driver's equipment, including frontal collision mitigation and automatic braking. They all work well, although the stability control system tends to be too responsive and kicks while you drive with a bit too much 'oomph'. Activates the brakes on certain wheels, which can be problematic when you have to make an emergency turn. Of course, this is not the case with normal driving conditions. The 2020 BMW X5 also has a long list of standard safety features. Adaptive cruise control, blind spot monitoring and rear transverse traffic warning work well, but active lane centering and high beams are a bit average. The 3D spatial system (which you will have to rely on because visibility is so poor) and automatic parking are very ineffective. But what about the safety ratings? How are these two luxury SUVs claimed in this arena? The Insurance Institute for Road Safety (IIHS) has assigned Q5 Good Signs to everything, but stresses because the dipped-beams were found to be inadequate when rounding over the left turn. Daili X5 (note: 2019 X5 was Top Safety Pick +) Good on everything except the led projector headlights xDrive40i because they emit excessive glare. The National Highway Traffic and Safety Administration (NHTSA) has allocated Q5 5 out of 5 stars overall, taking no stars off on any of its tests. A 16.40% risk of tipping over was found, which is about the average for this segment. There is one appeal for detaching wheel arch upholstery. NHTSA gave the X5 4 out of 5 stars, docking one star each on the front driver and passenger tests. There was a 15.90% risk of rollover. Several downloads already exist. One is the lack of image in camera, which could lead to a crash. The second appeal is a failure on the steering stand, which could cause the driver to lose control of the steering system and crash. Purchase tip: To avoid overpaying a new car, first buy prices online. Get forward prices before you go to the dealership. We recommend the following free services: Car handling offers, CarsDirect & MotorTrend. These free services will offer you the lowest prices and give you more competitive bidding. You will know the best price before you visit the seller. Which is the best value? Which of these two SUVs is worth better? Even those with big spending budgets probably want to know. The X5 has an initial MSRP at \$58,900, while the 2020 Audi Q5 is far lower than the starting MSRP at \$43,300. Of course, the X5 is slightly larger and has the option to add a third row, while the Q5 is a strictly double-breasted SUV. In terms of available features, they are quite comparable. However, those on Q5 seem to work better overall. There are too many driver's aid on the X5 that are below average, which makes the vehicle much more than it's worth. For the price, the Q5 packs in tons of functional, easy-to-use functions and a fixed powertrain. Which is better? While the BMW X5 2020 has such a large, muscular price tag and a long list of options, it does not deliver in the same straightforward, no-nonsense way as the Audi Q5 2020 does. The Q5 is deliberately simplistic and utilitarian without compromising its sense of luxury. The X5 offers more powerful powertrain options, but the overall performance on all of them leaves something that is desirable. The refinement just isn't as obvious on the X5 as it is on the Q5. Save money and go to Q5. Q5.