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The Audi Q2 - Off to new adventures

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The drivetrains, equipment and features outlined in this material differ from model-to-model. This information should be read in conjunction with the latest Audi customer specification guide, for clarity on exactly which drivetrains, features and equipment are either, standard, optional and/or available in the Australian market.

At a glance

The Audi Q2

Exterior design and body

- Compact SUV, 4.19 metres long, coupe-like roofline, powerful and edgy look, narrow window surfaces
- Polygonal design, concave flanks and emphasised wheel arches
- C-pillar blade design highlight
- Additional parts vary according to the trim line
- 12 paint finishes, including many expressive colours
- Optional LED headlights and LED rear lights with dynamic rear turn signals
- Body with hot-shaped steels in the passenger cell
- Kerb weight with the 1.4 TFSI: 1280 kilograms (without driver)
- c_d value of just 0.30
- Low interior noise level

Interior and controls

- Room for five, sporty seating position for driver and front passenger
- Luggage compartment capacity of up to 405 litres capacity, maximum 1050 litres
- Taut interior design, large-area inlays with optional backlighting
- Two trim lines, vibrant colours for upholstery and inlays
- MMI monitor standard; Audi virtual cockpit and head-up display as options
- MMI touch, natural language operation, free-text search

Infotainment and Audi connect

- MMI navigation plus with 8.3-inch monitor and LTE module for fast online connection
- Modular infotainment platform, second generation
- Audi connect: Google Earth and Google Street view, with search functionality, Wi-Fi hotspot for surfing and streaming with mobile end devices
- Audi smartphone interface for Android and iOS
- Optional Audi phone box with wireless charging
- Optional Bang & Olufsen Sound System

Engine and drivetrain

- Two TFSI and one TDI engine
- 1.4 TFSI: 110kW, 250Nm between 1500 and 3500rpm
- 2.0 TDI: 110kW, 340Nm between 1750 and 3000rpm
- 2.0 TFSI 140kW, 320Nm between 1500 and 4200rpm
- 1.4 TFSI with COD cylinder deactivation
- Newly developed seven-speed S tronic standard
- quattro all-wheel drive with hydraulic multi-plate clutch standard with the 2.0 TDI drivetrain

Chassis

- Progressive steering standard, four-link rear suspension for the quattro variants
- Optional Audi drive select handling system, optional suspension with adaptive damper control
- Electronic Stabilisation Control that can be deactivated in two stages with wheel-selective torque control
- Ground clearance of 147 millimetres
- Choice of wheels ranging from 17 to 19 inches

Driver assistance systems

- Audi pre sense front with pedestrian detection standard (AEB)
- Optional adaptive cruise control with Stop&Go function, Traffic Jam Assist, Audi side assist, Audi active lane assist, park assist and cross traffic assist

Full version

Compact, sporty and loaded with high-tech: the Audi Q2

The design: rugged and youthful. The engines: powerful and efficient. The handling: sporty and agile. The equipment: functional and diverse. The Audi Q2 combines characteristic SUV features with the agility of a compact sports car with a length of 4.19 metres.

Exterior design and body

The Audi Q2 is an SUV with corners and edges. The vehicle measures 1.51 metres tall and 1.79 metres wide. The overhangs are short with a vehicle length of 4.19 metres and a wheelbase of 2.60 metres.

Eye-catching: the C-pillar blade

The polygonal design brings new facets to the brand's styling language. The bonnet is sculpted; the octagonal Singleframe grille positioned high. It gives the front of the Q2 a clear SUV look. The structure of the grille uses a polygonal theme, as do the two large, strongly contoured air inlets. Their design varies according to the trim line. The flat, centre air inlet terminates in the underbody protection.

The coupe-like roof line defines the side view. It stretches low over the vehicle body. The ratio of sheet metal to glass surfaces – roughly one-third to two-thirds – is a characteristic element of the Audi formal idiom. A blade in a contrasting paint finish is a strong accent on the flat C-pillar.

The play of polygonal shapes also creates attractive effects on the flanks of the Audi Q2. The sharply drawn shoulder line running from the headlights to the fenders splits below the windows into two contours arranged one above the other. They frame a concave surface with six corners. The concave shape of the flanks emphasises the wheels, and with them, the compact SUV's quattro heritage.

The rear of the Audi Q2 is boldly sculpted. A long roof spoiler, a powerfully arched bumper and a diffuser that has an underbody-protection look – differentiated according to the trim line – give the car a solid road stance.

On the left side, the exhaust system terminates in a dual-tailpipe arrangement.

Striking signature features: headlights and rear lights

The headlights are available in two versions: halogen technology is standard; LED technology is optional. The latter offers a greater range, a wide side illumination pattern and with their white light, resembles daylight. 31 light-emitting diodes in each unit provide the lighting functions. Similar to the Audi Q7, the daytime running lights produce an arrow signature pointing to the Singleframe grille. The LED headlights are energy-efficient, maintenance-free and long life. Fans and heat sinks modulate their temperature. Besides the low-beam, they also include the navigation-based junction light, highway beam and dynamic headlight range control.

In combination with LED headlights, Audi also provides rear lights in LED technology. Their 78 diodes provide for an unmistakable signature, with the tail lights in the form of an arrow. Dynamic turn signals are another feature of rear lights. They run in intervals of four-tenths of a second from the inside out, sending a very clear signal when changing directions. It improves visibility by as much as 38 percent.

Strict lightweight construction concept: 1280kg kerb weight

The safety cell of the Audi Q2 is extremely torsionally rigid and is typical of the high build quality Audi is renowned for. High-strength steels make up 22 percent of the structure. They are used in the A- and B-pillars, the roof line and the floor, and provide a high level of passive occupant safety in the event of an accident.

The blanks are heated in a furnace to over 900 degrees Celsius and shaped immediately thereafter at around 200 degrees Celsius in a cooled pressing die. The extreme change in temperature imbues them with extraordinary tensile strength, allowing them to get by with relatively low wall thicknesses. The Audi Q2 with the 1.4 TFSI engine weighs just 1280 kilograms. This relatively light kerb weight and the high rigidity enable sporty handling combined with great comfort. Sound-damping glazing guarantees a low noise level, even at high speeds on the highway.

Top value in the SUV world: Cd 0.30

The compact SUV sets standards in aerodynamics. Its Cd value is only 0.30. Numerous details contribute to this top result: The air inlets in the bumper and the blades on the C-pillars are aerodynamically optimised. The roof edge spoiler extends far to the rear so that the flow of air breaks off late and cleanly. The underbody of the Audi Q2 is extensively panelled to prevent turbulence. The radiator is sealed to the rear so that the inflowing air reaches it with virtually no losses. Even the rear lights have small spoilers. These can also be found in front of the wheels and on the fuel tank.

As you like it: colours and add-on parts

The add-on parts – the lower edge of the bumper, the underbody protection, the Singleframe and air inlet grilles, the wheel arches and the sill trims – are available in three versions depending on the trim line. On the design line they are finished in the contrasting colour Manhattan grey; and in the sport line they are finished in the body colour.

The S line exterior package appeals to particularly sporty customers. Here the add-on parts are even more boldly designed. Options include the Audi exclusive titanium black styling package and dark privacy glazing for the rear. Customers seeking even more exclusivity can choose the customised paint finish from the Audi exclusive range offered by quattro GmbH or customise their Q2 with film designs for many areas of the body.

Audi offers a total of 12 paint finishes for the Q2, including the solid finishes Ibis white, Brilliant black, Vegas yellow and the new Quantum grey. Metallic paint finishes are available in Glacier white, Nano grey, Tango red, Florett silver, Mythos black and vibrant Coral orange, which is exclusive to the Q2. Rounding out the colour palette are Daytona grey pearl effect and Ara blue crystal effect.

Interior

Evidence of the premium character of the Audi Q2 can be seen in every last detail in the interior – in the selection of the materials, in their crafting and in the tight, even gaps. All buttons and controls fit with zero play. They move precisely. The clicking sounds they produce are an acoustic expression of Audi perfection.

Sports car feeling: the seating position

The Audi Q2 combines the advantages of an SUV and a sports car. It offers comfortable entry and good visibility, but also a sporty seating position for the driver and front passenger. Both front seats are height adjustable. A power lumbar support and heated seats are available as options, with the centre armrest as standard. With the sport seats – standard with the sport line and S line sport package, the angle and length of the seat cushion can also be adjusted.

The rear seats are also comfortably upholstered. Despite the descending, coupe-like roof line, adults enjoy ample head and leg room here. The numerous storage compartments available at all seats are practical, particularly on long journeys. The optional storage compartment and luggage compartment package provides additional storage space.

Spacious: the luggage compartment

The side walls of the luggage compartment are plane and the loading sill low at 74 centimetres. Because the springs and dampers are installed separately, the compartment between the wheel arches measures exactly one metre. In the standard configuration, luggage capacity is 405 litres. With the rear seats folded down by just using a handle on the upper edge of the backrest and loaded to the roof, capacity is 1050 litres. The standard rear bench is split 60:40, an optional 40:20:40 three-way split version is also available. When folded down, the narrow centre section serves either as an armrest with cup holder or a through-loading facility. A power tailgate is available as an option.

Customers wishing to use their Audi Q2 as a tow vehicle can tow loads up to 1.6 tonnes (depending on the engine) with the optional trailer hitch.

10 colours: the optional lighting package

At night, the optional LED lighting package makes the interior especially attractive. Two variants are available. With the top version, LED light strips illuminate the instrument panel inlays and the centre console. They shine with a subtle, homogeneous light that can be varied between 10 colours using the MMI. The innovative light guide technology in the inlays allows for different daytime and nighttime designs. In addition, capacitive switches for the reading light are integrated into the headlining.

Expressive: upholstery and inlays

Q2 customers also get many options for expressing their own personal style in the interior. A sculpted inlay divides the front of the instrument panel horizontally into two zones. The standard version includes the colours black, Rock grey and Nougat brown, which can also be combined with one another. The design line adds Petrol grey, applying these to the knee pads on the centre console as well. Joining black, Rock grey and Petrol grey in the sport line are the colours Vegas yellow and tango red; the S line sport package includes Rotor grey. All lines seats feature two colours and contrasting stitching.

The seat coverings are leather-appointed, available in Milano leather, fine Nappa leather and embossed Alcantara. With the S line sport package, Milano leather can be combined with Alcantara.

Anodised paint finishes are offered in bold colours: orange and white in the design trim line; red and yellow in the sport line. Brushed aluminium is available as an option for all lines, and is standard with the S line sport package. In all models, aluminium inlays adorn the entry sills. These are illuminated with S line appointments. Audi also offers an extended aluminium look, if desired.

The S line sport package upgrades the interior with stainless steel pedals and footrest. Exterior cues include a sport suspension lowered by 10 millimetres, S line logos on the fenders and 18-inch wheels. Additional 18 and 19 inch wheels are also available. Audi offers the paint finish Daytona grey, pearl effect exclusively for the S line sport package.

Controls

As in every Audi, operation is intuitive and ergonomic. The wide centre console is inclined slightly toward the driver. It integrates the standard two-zone deluxe automatic air conditioning.

The standard MMI monitor is positioned far at the top of the instrument panel, enclosed in a high-gloss black frame. The size of the slim screen varies according to the infotainment system, as does the version of the MMI control unit on the centre tunnel console. The standard analogue instruments are extremely easy to read. Between them is the colour display of the driver information system.

At your fingertips: the multifunction steering wheel

The steering wheel has three spokes. Typical for a Q model, the lower spoke is open. Two versions of the steering wheel are available: a sport multifunction design that is either round or flattened at the bottom. Customers can use the steering wheel to perform the same steps as with the MMI controller while keeping their eyes on the road. The switches on the left spoke are used to click through the menus of the onboard computer, audio system, telephone and navigation system. Located on the right side of the steering wheel are the volume roller, the voice control button, telephone express controls and the skip function for quickly changing the radio station or the song.

Highlight: MMI touch

The top infotainment system, MMI touch, impresses with a state-of-the-art menu structure. As in a current smartphone, intelligent logic replaces branched menu trees, and frequently used functions can be accessed in just a few steps.

The system is operated via a round rotary push-button on the centre tunnel console that includes a touchpad on its surface. This is used to input characters and also for multi-finger gestures, enabling the driver to scroll and zoom in on the navigation map, for example.

In front of and behind the controller are the toggle switches for the most important basic menus, the menu button and the back function. The buttons to the left and right open contextual function and setting menus.

Free text input: MMI search

Particularly practical for the driver is MMI search, which is available for all basic menus. Like a search engine, it generally answers queries after entering just a few letters, taking into consideration the car's current location.

"Where can I get fuel?": natural language control

The voice control system that MMI navigation brings on board understands many formulations from everyday language. Commands like "I want to talk to Peter" or "Connect me with Peter" are now sufficient to call a contact. The

navigation system also reacts to simple questions such as “Where can I get fuel?” The same applies for the radio and media.

Displays

Attractive graphics: the Audi virtual cockpit

As an alternative to the analog instruments, all information can be displayed tack-sharp and in high resolution in the Audi virtual cockpit, a 12.3-inch, 1440 x 540-pixel TFT display. Working in the background is a high-performance Tegra 30 chip from Audi’s cooperation partner NVIDIA. The Audi virtual cockpit is available in combination with MMI navigation plus.

Operation is via the multifunction steering wheel, with which the driver can also change the view. In the infotainment view, the focus is on a central window showing the navigation map or telephone, radio and media lists. The tachometer and speedometer are depicted as small dial instruments on the right and left. In the second, classic view, they appear about as large as analog instruments, and the centre window is correspondingly smaller.

In keeping with MMI logic, the Audi virtual cockpit modifies the colour scheme of the display according to the base menu being used – orange for the Media menu and green for the Phone menu, for instance. At the lower edge are permanent displays of outside temperature, time of day and odometer readings as well as warning and information symbols.

At eye level: the head-up display

Another high-end feature in the display and operating concept of the Audi Q2 is the head-up display. It projects driver-relevant data as coloured graphics onto a glass panel in the driver’s direct field of view. The driver’s eyes remain on the road at all times and do not have to adjust as they are already accustomed to distance viewing. When the system is started, the 10 x 5 centimetre panel rises up electronically from the instrument panel behind the instrument cluster.

The height of the panel can be adjusted to match the seating height of the driver. The MMI can be used to choose the information displayed, such as navigation symbols or information about the assistance systems.

Infotainment and Audi connect

The infotainment lineup for the Audi Q2 is designed as a modular system.

MMI navigation

MMI Navigation offers a tuner, CD player, two SD card readers, eight loudspeakers, a USB charging port, navigation with 3D map view and an LTE/UTMS module. The latter enables data downloads at up to 100 Mbit/s. The integral Wi-Fi hotspot allows passengers to surf and stream from up to eight mobile devices.

MMI navigation plus with MMI touch

The top solution in the Q2 lineup is MMI navigation plus with MMI touch. It uses the second-generation modular infotainment program with the Tegra 30 graphics processor from Audi's partner Nvidia. It has an 8.3-inch, 1024 x 480-pixel display.

The high-end system is a highly networked media centre. It includes two card readers, an Aux-in and a USB connection with charging function, eight loudspeakers, the LTE module with Wi-Fi hotspot, a DVD drive and a 10GB flash drive for music files. Audi connect services are activated for three years, and online navigation updates are available. Maps can be updated every six months, and the first five updates are free of charge. They can be downloaded on the computer via myAudi or 'over the air' directly to the car.

Tailored: services from Audi connect

Q2 customers can use the versatile Audi connect online services. They provide such things as navigation with Google Earth and Google Street View.

Independent of the integrated Audi connect services, customers can also use the Q2 as a Wi-Fi hotspot. It allows all passengers to surf the internet with up to eight mobile devices. Customers can also use their own SIM card in the car and establish Wi-Fi Internet access through their own cellular provider.

Diverse infotainment: Audi smartphone interface and Audi phone box

Another standard feature, the Audi smartphone interface, brings Apple CarPlay and Android Auto into the car. If the customer connects a suitable iOS or Android smartphone to the USB port, the smartphone's contents such as navigation, phone, music and selected third party apps are offered in a separate MMI menu. The core content here is online music with

access to an enormous range of music from Google Play Music and iTunes, Pandora and Spotify.

The optional Audi phone box with wireless charging is located in the centre console of the Audi Q2. The Audi phone box charges the smartphone wirelessly according to the Qi standard. The current flows inductively from a coil in the base of the phone box to the receiver coil in the cellular phone.

A tuner for DAB+ Digital Audio Broadcasting is also available.

For audiophiles: two sound systems

Discerning hi-fi fans can choose from two attractive offerings. The Audi sound system includes ten loudspeakers including a subwoofer, and its six-channel amplifier produces 180 watts. Audi also offers the optional Bang & Olufsen Sound System. It powers 14 loudspeakers with 705 watts – in 5.1 surround sound, if desired. The speaker trims feature a wave design, and anodised aluminium clips gleam on the woofers. At night narrow LED light guides emit white light.

Driver assistance systems

The driver assistance systems in the Audi Q2 come from the full-size class. They protect pedestrians and keep the compact SUV at the correct distance from the vehicle ahead. These systems also make it easier for the driver to change lanes and stay in the lane, draw the driver's attention to important traffic signs and assist with parking.

Standard: Audi pre sense front including predictive pedestrian protection

The Q2 sets new standards with the system Audi pre sense front, with Autonomous Emergency Braking (AEB), which is included as standard equipment. Its radar sensor reliably recognises critical situations involving other vehicles and crossing pedestrians ahead of the vehicle, even when visibility is poor such as in fog. If Audi pre sense front detects a pending collision, it warns the driver according to a graduated concept. If there is no reaction following a visual and acoustic warning, the system initiates a short jolt of the brakes. If the situation is still critical after that, maximum braking as appropriate for the situation and environmental conditions is initiated. Depending on the conditions, the Q2 can avoid a collision entirely or mitigate its severity by reducing the impact velocity by means of automatic braking and assisted braking. If necessary, the

protective measures of the optional Audi pre sense basic are initiated. The front seat belts are electrically tensioned, the windows and the optional sunroof are closed and the hazard warning lights are switched on.

If a collision does occur, the likewise standard multi-collision brake assist system activates. It prevents the car from rolling in an uncontrolled manner and causing a secondary collision.

Keep your distance: ACC with Stop&Go function

The optional systems offer even greater convenience and protection. The adaptive cruise control (ACC) is also radar-based. It keeps the Q2 at the desired distance from the vehicle ahead. The driver can set the distance in five steps and adjust the acceleration using the modes in Audi drive select.

The system covers a speed range of 0 to 200km/h. In normal traffic, the Stop&Go function works together with the S tronic to bring the Audi Q2 to a complete stop behind the vehicle ahead. The ACC remains ready to drive off again for three seconds thereafter.

Traffic jam assist

The traffic jam assist can take over steering work in slow-moving traffic on well-built interurban roads at speeds up to 65 km/h. The system uses the radar and ultrasound sensors as well as the front camera, guiding the car by gently adjusting the steering within system limits. The traffic jam assist orients itself to the lane markings and the other vehicles on the road.

When it reaches its system limits – such as when traffic clears or there is a sharp curve ahead – the driver has to take the wheel again. The system informs the driver of this in several stages.

The emergency assist activates if no reaction on the part of the driver is detected despite warnings from Audi active lane assist. After visual and acoustic warnings plus multiple brake jolts with flashing of the hazard warning lights, the final measure is for the system to autonomously bring the Q2 to a complete stop and activate the parking brake.

Safer lane changes: Audi side assist

The lane change assistant Audi side assist is active at speeds of 15km/h and above. It uses two rear-mounted radar sensors with a scanning range of

roughly 70 metres. If a vehicle is located in the blind spot or approaches rapidly, a warning LED in the housing of the respective exterior mirror lights up. If the driver still operates the turn signal, the LED flashes brightly several times in succession.

Gentle steering corrections: Audi active lane assist

From a speed of 65km/h, Audi active lane assist helps to stay in the driving lane. If the Q2 approaches a lane marking detected by the video camera without indicating, the system intervenes gently in the steering to help the driver remain in the lane. Depending on the setting, this steering correction occurs relatively early or only just before crossing the marking.

If the driver chooses the first option, steering assistance is continuous. If Audi side assist is present, Audi active lane assist also considers traffic to the rear. If a vehicle approaching from the rear is in a critical zone, the steering intervention occurs when the turn signal is activated.

Four solutions: systems for easy parking

A variety of systems are available in the Audi Q2 to make parking easier. Parking system plus detects objects in front of the car and warns the driver of them acoustically and visually. If the system detects an obstacle while manoeuvring, it activates automatically, if necessary. It is supplemented by a reversing camera.

The park assist is the top-of-the-line solution and can steer the Audi Q2 into parking spaces. While driving at slow speeds, two ultrasonic sensors detect suitable parallel or perpendicular parking spots. The driver just has to engage the proper gear, use the accelerator and the brakes. The park assist backs the compact SUV into the spot. The new version of the park assist can now also pull forward into perpendicular spots – in multiple manoeuvres, if necessary. It can also exit parallel parking spaces.

An ideal supplement to the park assist is the cross traffic assist rear. When slowly reversing, such as when exiting a perpendicular parking spot or a narrow driveway, it warns the driver of approaching vehicles it considers to be critical. Notification is staged – visual, acoustic and finally with a jolt of the brakes. The system uses the data from the rear radar sensors.

Top choice: the assistance package

Audi has bundled the most attractive optional systems into the assistance package. It includes ACC Stop&Go, traffic jam assist, Audi pre sense front, Audi active lane assist, side assist, park assist, hold assist, and the high-beam assist.

Engines

Powerful and efficient engines are the main reason the Audi Q2 is so much fun to drive. A TDI and a TFSI engine, both with outputs of 110 kW are available at launch. In keeping with the Audi philosophy of rightsizing, there is the proper displacement for each requirement. Direct injection and turbocharging are standard.

High-tech with four cylinders: the 1.4 TFSI COD

The 1.4 TFSI COD has a displacement of 1395cc and produces 110kW; its 250Nm of torque is available between 1500 and 3500rpm. It comes with COD (cylinder on demand) cylinder deactivation.

With the seven-speed S tronic dual-clutch transmission as standard fitment, the COD cylinder deactivation system deactivates the second and third cylinders at loads up to 100Nm and when engine speed is between 1400 and 3200rpm when coasting. This is done by means of pins that are extended within milliseconds electromagnetically to activate the so-called cam pieces – sleeves that each have two different cam profiles – on the camshafts.

When the zero-stroke profiles are rotating above the valves, they do not actuate the valves, and the valve springs keep them closed. Injection and ignition are deactivated. The operating points in active cylinders one and four are displaced toward higher loads, increasing efficiency. Even during two-cylinder operation, vibration of the 1.4 TFSI COD is still very low and the engine is quiet.

When the driver pushes the pedal for fast acceleration, the shut-down cylinders are reactivated. In the ADR cycle, the COD system reduces fuel consumption by roughly 0.4 litres per 100 kilometres. With a moderate driving style, this can be as high as 20 percent. The Audi Q2 1.4 TFSI COD S tronic consumes only 5.3 litres of fuel per 100 kilometres with CO₂

emissions of 122 grams per kilometre. It sprints from zero to 100km/h in 8.5 seconds and reaches a top speed of 212km/h.

The quattro drivetrain: the 2.0 TDI

The 1,968cc, four-cylinder TDI is particularly popular in the Audi lineup. It produces 110kW and 340Nm of torque between 1750 and 3000rpm and comes equipped with quattro all-wheel drive as standard.

The 2.0 TDI is packed with high-tech solutions: two balancer shafts in the crankcase, minimised internal friction, separate cooling circuits, a cylinder pressure sensor and a common rail system with a maximum pressure of 2000 bar.

Revolutionary combustion process: the 2.0 TFSI

The top petrol engine with the Q2 range is the 2.0 TFSI. Displacing 1,984cc, it produces 140kW and delivers 320Nm of torque, and will be combined with S tronic and quattro all-wheel drive as standard.

The excellent power, torque and fuel consumption characteristics of the new engine is the result of an innovative combustion method. It allows shorter compression and longer expansion phases, which delivers maximum economy under partial throttle load, by far the most common mode of operation.

The shortened compression phase means the engine only has to compress as much fuel as a 1.4 TFSI. Whereas in the expansion phase, it profits from a higher compression ratio to fully utilise its two litres of displacement.

In order for the fuel-air mixture to swirl sufficiently in the shorter intake time, the combustion chambers, piston recesses, intake ducts and turbocharging of the new 2.0 TFSI are specially adapted to the new combustion method. Under higher loads, the Audi valvelift system opens the intake valves later, resulting in a higher charge, which ensures good power and torque delivery.

Drivetrain

New technologies: the seven-speed S tronic

The newly developed S tronic dual-clutch transmission features a design that sees the clutches run in an oil bath.

The seven gears of the new dual-clutch transmission allow a wide spread of 8.7. The changes in engine speed between gears remain relatively small, allowing the engine to always run close its ideal operating point.

Innovative solutions enhance the efficiency of the new seven-speed S tronic. Oil is supplied via a small, mechanically driven gear pump. In some situations, such as when starting off on a hill, this is augmented by a second, electrically driven pump to meet the increased demand. Extensive optimisation was able to reduce friction in many components, contributing to the outstanding efficiency of the new dual-clutch transmission.

The seven-speed S tronic is a versatile transmission. Drivers can let it shift automatically or change gears themselves using the selector lever or the shift paddles on the steering wheel. There is also a choice of three driving programs in automatic mode. In D mode, the engine runs as often as possible at low revs; in S mode, the driving style is sportier and the revs are higher.

If the optional Audi drive select handling system is set to 'efficiency' mode, the clutch disengages when coasting, allowing the compact SUV to freewheel. With the start-stop function, the engine already shuts off when speed drops to 7km/h.

The seven-speed dual-clutch transmission transfers the engine's power via three shafts – one drive shaft and two output shafts. This layout enables a short design, which is necessary for pairing it with the transverse four-cylinder engines in the Audi Q2.

The seven-speed S tronic comprises two subunits. The large K1 clutch located on the outside conducts the engine torque via a solid shaft to the gear wheels for the odd gears 1, 3, 5 and 7. A hollow shaft rotates around the solid shaft. It is connected to the second, smaller K2 clutch, which is located inside the larger clutch, and which controls the gear wheels for the gears 2, 4 and 6, as well as the reverse gear.

Both transmission subunits are continually active, but only one is connected to the engine at any one time. For example, when the driver accelerates in third gear, the fourth gear is already engaged in the second transmission structure. Shifts are performed by switching the clutches. Shifting gears takes only a few hundredths of a second and is completed dynamically, fluidly and comfortably with practically no interruption of traction. The multi-plate clutches are managed with extreme precision.

Sportiness and stability: quattro drive

The quattro permanent all-wheel drive system ensures optimal traction and handling under any road conditions.

quattro drive uses an electro-hydraulically actuated multi-plate clutch. The clutch is mounted at the end of the prop shaft, in front of the rear axle differential, which improves the axle load distribution. It contains a package of plates running in an oil bath. The metal friction rings are arranged behind one another in pairs – one ring of each pair is rigidly meshed with the clutch drum, which rotates with the prop shaft; the other ring is meshed with the output shaft to the rear axle differential.

Torque is distributed continuously between the axles. The multi-plate clutch can direct the torque to the rear axle fully variably in a 50:50 ratio within just a few milliseconds. To do this, a piston presses the plate packages together via controlled action. An electrically actuated axial-piston pump develops the required oil pressure, which can reach nearly 40 bar.

The electronic control of the multi-plate clutch combines driving pleasure and driving safety on a whole new level. It can already begin sending a portion of the torque to the rear axle when the driver turns sportily into a corner. As soon as the driver accelerates, the power presses the SUV into the curve. At the cornering limit, the systems works in close conjunction with the wheel-selective torque control, an intelligent software function of the ESC. This enables precise turn-in into the corner during load reversal, and provides maximum control and reliability when drifting on a low-friction road surface.

Chassis

The Audi Q2 combines agile handling with plenty of comfort and a high level of driving safety. The responsive suspension smooths out all types of uneven road surfaces, and the direct steering gives precise feedback. Straight-line stability is steady and sure; stability in curves is composed. Thanks to nearly 15 centimetres of ground clearance, the Q2 also does well in rough terrain.

Four links each in the rear: the wheel suspensions

The front suspension, which has a track of 1547 millimetres, is a McPherson construction with lower wishbones and cast aluminium pivot bearings. Q2 variants with front-wheel drive use a compact, lightweight torsion-beam rear axle; quattro versions a four-link rear suspension with 1541-millimetre track. The trailing links absorb the propulsive and braking forces, and their bearings are configured to be relatively soft for a more comfortable ride. On the other hand, the three wishbones per wheel, which handle lateral forces, are rigidly joined to the subframe to improve handling characteristics. The shock absorbers and coil springs are installed separately, which benefits luggage capacity.

Top technology: progressive steering

Progressive steering is standard in the Audi Q2. Its steering rack is designed so that the steering ratio becomes increasingly direct when turning. The new Q2 steers with agility and precision, with little steering effort in downtown traffic and on winding country roads. The electro-mechanically driven and thus highly efficient steering adapts its assistance to speed and works together with the optional Audi active lane assist and park assist.

Five characters: Audi drive select

The Q2 can also roll off the assembly line with Audi drive select. Drivers can select from five modes that influence the driving characteristics: comfort, auto, dynamic, efficiency and individual.

In the basic configuration, Audi drive select affects the engine characteristic and the power steering. The optional components S tronic – standard with the top engines – adaptive cruise control, cruise control, engine sound and suspension with damper control are also coupled to Audi drive select.

Enhanced dynamics: sport and adaptive suspension

As an alternative to the standard suspension with monotube shock

absorbers, Audi offers a sport suspension that lowers the body by 10 millimetres. It is included with the S line sport package. The optional suspension with active damper control is available in combination with the Audi drive select handling system. The twin-tube, gas-filled shock absorbers in this case include an additional electro-magnetic valve. It controls the flow of hydraulic fluid between the inner and outer tube. A small flow cross-section makes the characteristic firmer, and a larger one makes it softer.

The suspension with damper control operates within the mode specified by Audi drive select. It adapts within milliseconds to the driver's style and the road conditions. It provides the optimal damping force for any situation – low for hard bumps; high to brace the body during fast cornering or when braking.

High-end system: Electronic Stabilisation Control (ESC)

Electronic Stabilisation Control (ESC) integrates wheel-selective torque control, which perfects handling at the cornering limit. It made its Q-model debut in the Audi Q3. For the Q2, the engineers have systematically updated all of the stabilisation functions and traction-enhancing measures. Before understeer can even occur, finely metered brake torque is applied imperceptibly to the inner wheels. This causes excess torque to flow to the outside wheel. The Q2 can thus be turned precisely into corners approached at high speed – with excellent directional stability. This function and the interplay with the multi-plate clutch minimises the tendency toward understeer at the physical limits. The result is significantly greater driving safety combined with greater driving pleasure.

As with all Q models, the ESC can be deactivated via a two-stage switch. An offroad mode is available in both front-wheel and all-wheel drive models. This guarantees optimal traction on sand, loose scree and rugged terrain. Offroad mode also adapts the anti-lock brake system and electronic differential lock to the respective surface. ESC can be deactivated completely in the second stage, underscoring to skilled drivers the sporty ambitions of the Q2. Wheel-selective torque control and the electronic differential lock remain active, however, to ensure optimal traction and stability.

Supreme control: the brake system

The brake system provides an immediate, taut pedal feel and can be precisely modulated. Depending on the engine version, the vented front discs measure 312mm in diameter; the solid rear discs have a diameter of 272mm. The electromechanical parking brake is part of the rear axle brake system. The hold assist enhances safety by preventing the Q2 from rolling after stopping on uphill or downhill slopes.

Lots of sizes and designs: wheels

Audi has put together an attractive lineup of wheels for the Q2. Standard are 17-inch alloy wheels.

Audi also offers 18-inch wheels, while Audi Sport offers wheels in sizes up to 19 inches with not just different designs, but also different surface finishes.

All of the tyres feature good ride characteristics and low rolling resistance. A space saver spare tyre is standard, with a tyre pressure indicator soon to follow.