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L'Audi Q2 - L'indispensable aux multiples visages

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Compacte, sportive et high-tech : la nouvelle Audi Q2

En ville comme hors des sentiers battus, l'Audi Q2 est un véhicule qui se prête à toutes les utilisations. Résolument jeune et provocatrice, elle présente à son bord de nombreux équipements high-tech. L'Audi Q2 sera disponible en concession à l'automne.

Au premier regard, l'Audi Q2 impose son style. Sa carrure et son style angulaire en font un véhicule énergique et musclé. La ligne de toit et les surfaces vitrées réduites lui donnent un look coupé très sportif. De nombreux éléments soulignent cette ligne unique comme les phares anguleux, la position haute de la calandre Singleframe et les larges entrées d'airs. À l'arrière, on retrouve un profil dynamique avec un long becquet de toit et des protections des bas de caisses caractéristiques. Le hayon s'ouvre sur un vaste coffre à bagages qui permet de transporter facilement des équipements sportifs ou des courses. Le hayon électrique est disponible en option. La trappe à ski permet de transporter des objets encombrants comme des skis ou des meubles.

Aussi fonctionnelle que high-tech, toute la technologie Audi se retrouve dans l'habitacle de l'Audi Q2. Le siège conducteur est positionné assez bas à la façon d'une berline. Comme tous les SUV, le véhicule offre une grande visibilité. Les systèmes de connectivité et d'info-divertissement ne sont pas en reste, l'Audi Q2 propose des technologies habituellement réservées aux véhicules des segments supérieurs. Le conducteur peut faire défiler le menu en utilisant le touchpad disponible en option, les passagers peuvent eux profiter d'internet et utiliser leurs smartphones et tablettes via un hotspot Wi-Fi embarqué (disponible en option). Le compteur de vitesse et le tachymètre brillent avec l'Audi Virtual Cockpit disponible en option, dont l'écran 8.3 pouces affiche des graphiques détaillés. L'affichage tête-haute projette dans le champ visuel du conducteur les données clés de conduite comme les instructions de navigation ou de vitesse. Les nouveaux services Audi connect (en option) permettent par exemple au conducteur de programmer son écran pour afficher les places de parking disponibles, le prix du carburant ou les dernières actualités. Il peut également se connecter sur Twitter via son smartphone et choisir de diffuser du contenu par ce biais. Cette technologie est rendue possible grâce la carte SIM de données installée en permanence dans l'Audi Q2.

Une application gratuite permet aux utilisateurs le streaming online et de transférer leur calendrier sur l'écran du véhicule. S'il dispose d'un smartphone fonctionnant sous iOS, il est même possible de transférer directement l'adresse d'un hôtel ou d'un restaurant dans le système de navigation de l'Audi Q2.



L'assistant au freinage d'urgence est un système améliorant la sécurité dans des situations critiques. Si un obstacle apparaît soudainement sur la route, ou que le véhicule qui précède freine brusquement, l'Audi Q2 est capable d'anticiper la réaction du conducteur et de freiner en urgence. De plus, et si les systèmes dédiés sont activés, le véhicule est capable de maintenir une distance de sécurité avec le véhicule le précédant, de surveiller les angles morts, de lire les panneaux de signalisation et de rester dans sa voie à une vitesse supérieure à 60 km/h.

Le SUV mesure 4.19 m de long, ce qui lui permet de se garer facilement en créneau ou en bataille grâce au park assist disponible en option. Le système fonctionne aussi bien en marche avant ou en marche arrière. Il peut également sortir seul de son espace de stationnement : le conducteur n'a qu'à enclencher la bonne vitesse, accélérer et freiner.

Avec ses portes-à-faux courts et une garde au sol à 20 cm, l'Audi Q2 peut se frayer un chemin sur des pentes abruptes. Le système de transmission intégrale à quatre roues motrices fournit la traction et l'adhérence nécessaire. Le système est standard sur les modèles essence et diesel de pointe. Les moteurs fonctionnent avec une boîte de vitesse S Tronic à 7 rapports. La transmission à double embrayage permet des changements de rapports rapides et augmente le plaisir de conduite. Les conducteurs préférant passer eux-mêmes les vitesses peuvent profiter des changements nets et précis offerts par la transmission manuelle. L'Audi Q2 sera dans un premier temps disponible avec six motorisations distinctes : 3 TFSI et 3 TDI avec une puissance allant de 116 ch à 190 ch.

Le SUV compact sera disponible en concession à l'automne 2016.



Résumé

La nouvelle Audi Q2 – un nouveau véhicule pour un nouveau segment

Audi étend sa gamme Q avec un SUV compact qui allie un design progressif et une belle modularité. Il intègre des systèmes d'info-divertissement et d'assistance à la conduite ainsi qu'une connectivité habituellement réservés aux segments supérieurs.

« Avec L'Audi Q2, nous avons développé une nouvelle expression du design. Il est géométrique et inclut des formes spécifiques au modèle. Le véhicule présente un caractère indépendant unique dans la gamme Q » déclare Marc Litche, directeur du design chez Audi.

Un look solide

Le résultat : un SUV puissant avec de nombreux sommets et arrêtes. À l'avant, la calandre Singleframe octogonale s'impose. Elle est positionnée en hauteur et a de larges entrées d'airs. La ligne de toit descend puis se fond avec les lames des piliers-C peints d'une couleur contrastée et contribue à accentuer la sportivité de l'Audi Q2. L'arrière est lui aussi dynamique avec un long becquet de toit et un diffuseur faisant office de protections des bas de caisses. Vue de face, la ligne d'épaule est haute et les flancs sur les portières sont concaves. Les passages de roues marqués confirment l'aspect « quattro » du SUV. Le véhicule mesure 1.51 m de haut et 1.79m de large. Sa longueur est de 4.19 m et son empattement de 2.60 m.

Un SUV fonctionnel

L'intérieur de l'Audi Q2 reprend le design angulaire de sa carrosserie et permet de transporter confortablement 5 passagers. Proposant une position haute, avec une bonne visibilité, ainsi qu'un large compartiment à bagages (de 405 à 1 050 L), l'Audi Q2 répond aux attentes fondamentales des SUV. La position de conduite est sportive, inspirée des berlines Audi. En option, on retrouve le hayon à commande électrique et une banquette arrière divisée en trois permettant d'optimiser le chargement.

Très connectée

L'Audi Q2 est équipée d'un écran MMI standard positionné haut sur le tableau de bord. Le système d'info-divertissement se contrôle grâce aux commandes du MMI situées sur le tunnel central. Le système de contrôle comprend un bouton poussoir rotatif,



deux boutons options et 4 boutons pour les fonctions principales. Lorsque le véhicule est équipé du système MMI Navigation plus avec MMI touch, le conducteur dispose d'un pavé tactile sur l'élément de commande central. Le système peut aussi être contrôlé par commande vocale ou recherches MMI intégrées. Un point d'accès Wi-Fi permet aux passagers de naviguer sur leurs terminaux mobiles. Il est possible d'utiliser le MMI touch pour obtenir des informations en ligne via Audi connect.

En mai 2015, Audi a conclu un partenariat avec la société irlandaise Cubic Telecom, fournisseur de solutions de connectivité. Le résultat de cette collaboration est la carte SIM Audi connect, disponible dans de nombreux véhicules dont l'Audi Q2. Carte SIM intégrée ou eSIM, la carte SIM Audi connect est installée de façon permanente dans les véhicules. Elle est disponible en Europe pour les clients ayant choisi le pack d'équipement Audi connect de série ou en option selon les modèles et finitions. Cette carte transforme le véhicule en un véritable centre de communication mobile, elle permet l'accès aux services Audi connect via le module LTE/UMTS avec une vitesse de téléchargement allant jusqu'à 100 Mbit/s. Les services comprennent la navigation via Google Earth et Google Street View, ainsi que des informations en temps réel sur le trafic et le stationnement

Les conducteurs peuvent par ailleurs accéder à leur compte Twitter, mails et au calendrier de leur smartphone. La nouvelle carte SIM embarquée contient un volume de données illimité pour l'utilisation de ces services. La carte SIM Audi connect se connecte automatiquement aux différents fournisseurs internet dans la plupart des pays européens, permettant ainsi d'éliminer les frais d'itinérance et les confirmations de roaming aux frontières.

Indépendamment des services Audi connect intégrés, les clients Audi peuvent acheter des données supplémentaires nécessaires au fonctionnement du hot-spot WiFi disponible en option. Il permet à tous les passagers – jusqu'à 8 appareils mobiles - de surfer sur internet à des tarifs attractifs. Si un client fait l'acquisition de données pour une utilisation en Europe, le changement de fournisseur internet s'effectue automatiquement d'un pays à l'autre et à des prix fixes.

Un choix illimité d'info divertissement

Les smartphones fonctionnant sous iOS et Android peuvent se connecter au véhicule via l'interface smartphone Audi (disponible en option). L'application gratuite Audi MMI connect permet de visionner des vidéos en streaming et de transférer son calendrier directement sur le véhicule. Les smartphones iOS pourront y ajouter la fonction « myAudi destinations » : elle permet d'envoyer les données de navigation d'un trajet donné d'un smartphone au système de navigation MMI plus. Le système utilise ensuite



ces données pour guider. Les amateurs de musique pourront profiter de système audio Bang & Olufsen qui comprend 14 haut-parleurs.

Des équipements technologiques issus des segments supérieurs

L'Audi virtual cockpit, l'affichage tête-haute et les systèmes d'assistance à la conduite de l'Audi Q2, disponibles en option, sont issus des segments supérieurs. L'avertisseur de collision – pre-sense front - est de série. Le système anticipe les situations dangereuses avec les autres véhicules et les piétons. Si nécessaire, il est capable d'initier un freinage brusque jusqu'à l'arrêt total du véhicule à vitesse faible. L'Audi Q2 embarque en option d'autres aides à la conduite comme le régulateur de vitesse adaptatif avec fonction Stop & Go, l'assistant de conduite dans les embouteillages, l'Audi lane assist, l'Audi side assist, l'assistant de parking, l'assistant de reconnaissance des panneaux de signalisation ou encore le cross-traffic assist à l'arrière.

Transmission et châssis

L'Audi Q2 est lancée en 6 motorisations différentes, 3 TFSI et 3 TDI pour des puissances allant de 116 à 190 ch. Ces moteurs ont été pensés selon le principe de « rightsizing » : trouver l'équilibre parfait entre le type de véhicule, la cylindrée du moteur, la puissance, le couple et l'efficacité dans des conditions normales de conduite. Les cylindrées de l'Audi Q2 vont de 1.0 à 2.0 L.

Le plus petit moteur de la gamme est le 1.0 TFSI produisant 116 ch et développant 200 Nm de couple. Ensuite, on retrouve le 1.4 TFSI 150 ch équipé du système COD (cylinder on demand). Combiné à la transmission manuelle à six rapports, le système COD désactive le deuxième et le troisième cylindre jusqu'à 100 Nm lorsque le régime moteur est compris entre 2 000 et 3 200 trs/min. Avec une transmission à double embrayage, la désactivation des cylindres s'effectue entre 1 400 et 3 200 trs/min. Equipé de la transmission S tronic, le moteur consomme en moyenne 5,2 l/100 km et émet 113 g de CO₂/100 km.

Le moteur essence le plus puissant de la gamme est le 2.0 TFSI sur lequel Audi a développé un nouveau procédé de combustion. Comme sur un moteur downsizé, les quatre cylindres consomment ainsi moins de carburant, tout en conservant les avantages d'un moteur plus gros lors de fortes sollicitations. Le moteur bénéficie d'une efficacité accrue, et d'une grande disponibilité à tous les régimes d'utilisation.

Le premier moteur diesel de la gamme est le quatre cylindres 1.6 TDI 116 ch. Le plus



puissant moteur de la gamme est le 2.0 TDI, disponible en deux versions : traction 150 ch et une version quattro de 190 ch équipé de la transmission S tronic. Ce moteur est aussi performant qu'efficace.

Nouvelle transmission à double embrayage

En alternative à la transmission manuelle à 6 vitesses, Audi propose la transmission S tronic à double embrayage à 7 rapports sur tous ses modèles – le 2.0 TDI et le 2.0 TFSI sont équipés de la transmission à double-embrayage de série. Elle impressionne par ses rapports bien étagés et son haut niveau d'efficacité.

Un châssis performant et confortable

La direction progressive est disponible de série sur toutes les motorisations. Avec ce système, le dessin du boîtier de direction est conçu pour faire varier le rapport de démultiplication selon l'angle du volant. La direction est ainsi plus directe et rend la conduite plus dynamique.

Les véhicules équipés du plus puissant moteur TDI et du 2.0 TFSI disposent de série du système quattro. Les clients peuvent par ailleurs pour la première fois choisir le quattro sur le 2.0 TDI 150 ch. L'embrayage multidisque hydraulique avec transfert électronique du couple privilégie les roues avant en conduite normale, mais il peut rediriger la puissance aux essieux avant et arrière selon un ratio 50:50 en un clin d'oeil. La transmission quattro permet d'allier plaisir et sécurité. Le contrôle de couple sélectif aux roues, une fonction intelligente du contrôle de stabilisation électronique (ESC), complète la gamme de fonctionnalités.

Disponible en option, le système Audi drive select permet au conducteur de choisir parmi 5 modes de conduite : auto, confort, dynamic, efficiency and individual. Il influence de nombreux paramètres du véhicule comme la direction, les caractéristiques des changements de rapports, suspension, ou le contrôle adaptatif de l'amortissement. Grâce au système ESC offroad, et ses près de 15 cm de garde au sol, l'Audi Q2 est adapté à la conduite sur terrain accidenté.

Un corps particulièrement léger et rigide en torsion

Équipé du moteur 1.0 TFSI et d'une transmission manuelle, le SUV ne pèse que 1 205 kg. L'habitacle composé d'acier formé à chaud lui donne une grande rigidité. Le confort acoustique à bord est exceptionnel grâce au travail du niveau de vibration dans l'habitacle et à l'expertise Audi. Pour un SUV, l'Audi Q2 dispose d'un Cx de seulement



0.30.

Un véhicule personnalisable

À l'intérieur comme à l'extérieur, l'Audi Q2 est aussi unique que son conducteur. De nombreux équipements et couleurs (extérieures, intérieures et garnitures des sièges) permettent d'être créatif afin de concevoir un véhicule à son image. En option, le système d'éclairage LED intérieur illumine l'habitacle grâce à différents éléments d'habillage lumineux. Le pack S line accentue l'aspect agile et robuste de l'Audi Q2.

Les accessoires Audi, tout comme les différentes options de personnalisation, permettent de rendre son véhicule encore plus personnel : inserts en carbone, pack design offroad ou plusieurs « films » pour différentes parties de la carrosserie.

Lancement sur le marché

L'Audi Q2 sera assemblée à l'usine d'Ingolstadt et lancée sur le marché européen à l'automne 2016. Les commandes seront ouvertes à la mi-juillet.

Pour plus d'informations

- Visitez l'Audi Media Center www.audi-mediacycenter.com/en/geneva-2016
- Découvrez le concept #untaggable sur Audi.fr/Q2
- Parcourez le magazine online Q2 illustrated <https://www.Q2-illustrated.com/en>



En bref

La nouvelle Audi Q2

Design extérieur et carrosserie

- SUV compact : 4,19 m de long, des lignes design, une face avant puissante et nerveuse
- Conception polygonale, flancs concaves et passages de roues élargis
- Side-blade sur le montant C
- Des accastillages spécifiques en fonction de la finition
- Douze coloris
- En option, phares LED avant et arrière avec clignotants dynamiques
- Structure en acier formés à chaud pour la cellule passager
- Poids à vide pour le 1.0 TFSI : 1 205 kg
- Cx de seulement 0.30
- Acoustique de haut niveau à l'intérieur

Intérieur

- 5 places, position de conduite sportive pour les sièges avant
- Compartiment à bagages de 405 l (capacité maximale de 1 050 l)
- Intérieur spacieux, rétro-éclairage en option
- Deux couleurs de finition
- Système MMI de série, Audi virtual cockpit et affichage tête haute en option
- MMI touch avec retour haptique, option de recherche par langage naturel et texte libre

Infotainment et Audi connect

- MMI navigation plus avec écran 8,3 pouces et module LTE pour une connexion rapide
- Plateforme modulaire d'info divertissement de seconde génération
- Audi connect SIM avec données forfaitaires incluant l'itinérance européenne
- Hotspot Wi-Fi embarqué pour la navigation sur Internet et le streaming
- Interface smartphone Audi pour Android et iOS
- Audi phone box avec la recharge par induction
- Application Audi MMI connect
- Système son Bang & Olufsen

Moteur et transmission

- 3 TFSI et 3 TDI de 116 ch à 190 ch
- 1.0 TFSI : 116 ch, 200 Nm de couple entre 2 000 et 3 500 trs/min
- 1.4 TFSI : 150 ch, 250 NM de couple entre 1 500 et 3 500 trs/min
- 2.0 TFSI : 190 ch, 320 NM de couple entre 1 500 et 4 180 trs/min
- 1.6 TDI : 116 ch, 250 NM de couple entre 1 500 et 3 200 trs/min
- 2.0 TDI : 150 ch, 340 NM de couple entre 1 750 et 3 000 trs/min
- 2.0 TDI : 190 ch, 400 NM de couple entre 1 900 et 3 300 trs/min
- 1.4 TFSI avec COD, 2.0 TFSI avec nouveau processus de combustion
- Transmission manuelle à six rapports, S tronic à sept rapports disponible en option
- Nouvelle boîte de vitesse S tronic à sept rapports disponible avec les 2 moteurs les plus puissants
- Système quattro avec embrayage hydraulique disponible de série sur le 2.0 TDI 190 ch, en option sur le 2.0 TDI de 150 ch



Châssis

- Direction progressive, suspension à quatre bras pour les variantes quattro
- Choix du mode de conduite via l'Audi drive select et contrôle d'amortissement adaptatif disponibles en option
- Stabilisation électronique (ESC) pouvant être désactivé avec le contrôle de couple sélectif aux roues et en mode offroad
- Garde au sol de 145 mm
- Roues de 16 à 19 pouces

Systèmes d'assistance au conducteur

- De série, Audi pre sense front avec détection des piétons
- En option, régulateur de vitesse adaptatif avec fonction Stop&Go, traffic jam assist, Audi side assist, Audi active lane assist, reconnaissance des panneaux de signalisation, aide au stationnement, cross traffic et emergency 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 meters (13.7 ft).

“With the Audi Q2, we are venturing into a new market segment, bringing top technologies into the smallest member of our Q family,” said Dr. Stefan Knirsch, Audi Board member for Technical Development. “Connectivity, infotainment and assistance systems feature solutions from the full-size class. The powerful motors, sportily tuned suspension and quattro permanent all-wheel drive make the Q2 very fun to drive.”

Exterior design and body

The Audi Q2* is an SUV with corners and edges. The vehicle measures 1.51 meters (5.0 ft) tall and 1.79 meters (5.9 ft) wide. The overhangs are short with a vehicle length of 4.19 meters (13.7 ft) and a wheelbase of 2.60 meters (8.5 ft).

Eye-catching: the blade on the C-pillar

The polygonal design brings new facets to the brand’s formal idiom. The engine hood is sculpted; the octagonal Singleframe grille positioned high. It gives the front of the Q2 a clear SUV look. The structure of the grille varies the polygon theme, as do the two large, strongly contoured air inlets. Their design varies according to the trim line. The flat, center 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 emphasizes the wheels and with them the quattro character of the compact SUV.

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 single tailpipe; models with over 110 kW have two tailpipes.

Striking signature features: headlights and rear lights

The headlights are available in two versions: halogen technology is standard; LED technology is optional. The latter offer a greater range, a wide side illumination pattern and with their white light resemble 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 longlife. 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: 1,205 kg (2,656.6 lb) curb weight

The safety cell of the Audi Q2 is extremely torsionally rigid and a guarantor for the high build quality typical for Audi. 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 three-cylinder TFSI engine thus weighs just 1,205 kilograms (*2,656.6 lb*). This relatively light curb weight and the high rigidity enable sporty handling combined with great comfort. Sound-dampening glazing guarantees a low noise level, even at high speeds on the highway.

Top value in the SUV world: c_w 0.30

The compact SUV sets standards in aerodynamics. Its C_d 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 optimized. 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 paneled 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: colors 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 base model they are grained black; with the design line they are finished in the contrasting color Manhattan gray; and in the sport line they are finished in the body color.

The blades on the C-pillars, on the other hand, come standard in the body color. Audi finishes them in Manhattan gray with the design line and design selection, ice silver with the sport line and S line sport package. The colors titanium gray matt and ibis white are available as options.



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 customized paint finish from the Audi exclusive range offered by quattro GmbH or customize 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 gray. Metallic paint finishes are available in glacier white, nano gray, tango red, floret silver, mythos black and vibrant coral orange, which is exclusive to the Q2. Rounding out the color palette are Daytona gray 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 in the trim lines sport and design. A power lumbar support, heated seats and a center arm rest are available as options. With the sport seats – standard with the sport line, S line sport package and the design selection, 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 centimeters (29.1 in). Because the springs and dampers are installed separately, the compartment between the wheel arches measures exactly one meter (3.3 ft). In the



standard configuration, luggage capacity is 405 liters (*14.3 cu ft*). 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 1,050 liters (*37.1 cu ft*). 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 center section serves either as an armrest with cup holder or a through-loading facility.

A power tailgate is available as an option. It can be activated via the recess handle, a button on the driver's door or the remote control key. If the customer orders the convenience key, there is an additional button on the tailgate with which the driver can lock all of the vehicle's doors.

Customers wishing to use their Audi Q2 as a tow vehicle can tow loads up to 1.8 tons (depending on the engine) with the optional trailer hitch.

Ten colors: 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 guides backlight the inlays on the front of the instrument panel and the center console. They shine with a subtle, homogeneous light that can be varied between ten colors 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. If the customer orders a two-color instrument panel, the lower zone is color-coordinated with the seat upholstery. The Audi designers have chosen new colors for this, which follow the lines concept. The standard version includes the colors black, rock gray and nougat brown, which can also be combined with one another. The design line adds petrol gray, lunar silver and coral orange, applying these to the knee pads on the center console as well. The design selection adds the color amaretto. Joining black, rock gray and petrol gray in the sport line are the colors Vegas yellow and tango red; the S line sport package includes rotor gray. All lines seats feature two colors and contrasting stitching.



The seat coverings are also available in a wide choice of materials. Besides the standard cloth “Synonym,” Audi offers three other cloth versions. Then there are also twin leather, Milano leather, fine Nappa leather and embossed Alcantara. With the S line sport package, Milano leather can be combined with Alcantara or the S line cloth.

Inlays come standard in a silver-gray diamond paint finish with a grained surface. The lines offer anodized paint finishes in bold colors as alternatives: orange and white in the design trim line; red and yellow in the sport line. Brushed aluminum is available as an option for all lines, and is standard with the design selection and the S line sport package. In all but the base Q2, aluminum inlays adorn the entry sills. These are illuminated in the S line and design selection. Audi also offers an extended aluminum 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 millimeters (*0.4 in*), S line logos on the fenders and 18-inch wheels. Additional 18-inch and 19-inch wheels are also available. Audi offers the paint finish Daytona gray, pearl effect exclusively for the S line sport package.

Controls

As in every Audi, operation is intuitive and ergonomic. The wide center console is inclined slightly toward the driver. It integrates the standard air conditioning or the optional 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 center tunnel console. The standard analog instruments are extremely easy to read. Between them is the optional display of the driver information system, which is either monochrome or color.

At your fingertips: the multifunction steering wheel

The steering wheel has three spokes. Typical for a Q model, the lower spoke is open. Various versions of the steering wheel are available: standard or sport design, with or without multifunction, round or flattened at the bottom. Customers choosing the optional multifunction steering wheel can use it 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 center tunnel console that includes a touchpad on its surface. This is used to input characters and also for multifinger 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 gas?”: 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 gas?” 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 center window is correspondingly smaller.

In keeping with MMI logic, the Audi virtual cockpit modifies the color 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 colored 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 centimeter (3.9 x 2.0 in) 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. The starting point is the standard MMI radio, which besides the tuner, CD player, card reader, four loudspeakers and Aux input, also includes a 5.8-inch monitor.

First expansion stage: MMI radio plus



The first optional module, the MMI radio plus, has a 7-inch, high-resolution display. It also includes voice control (in combination with the multifunction steering wheel) and a Bluetooth interface. The MMI radio plus can be combined with the connectivity package, which includes preparation for a navigation system and the Audi music interface. The AMI offers two USB ports and another Aux input for mobile players. The package also includes the Audi smartphone interface, which uses USB to display smartphone content on the MMI display.

Second expansion stage: MMI navigation

The second optional module is called MMI navigation. In addition to the features of the MMI radio plus, it offers an additional card reader, four more 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.

Third expansion stage: 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 center. 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 10 GB 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 who opt for MMI navigation can use the versatile Audi connect online services. They provide such things as travel, parking and traffic information, access to Twitter and your email in-box, and enable navigation with Google Earth and Google Street View. Drivers can also call up weather information and fuel prices.

Online streaming and more: the Audi MMI connect app



The free Audi MMI connect app brings additional services to the Q2, including Online Media Streaming, which offers access to the Napster subscription music portal and the Aupeo! radio service. The music data are transferred via Wi-Fi from the smartphone to MMI navigation and the sound system.

With the app the driver can use certain Audi connect services even more flexibly, such as POI search and city events. Using myAudi destinations for iOS operating systems, a desired navigation destination can be sent to the Q2 from any desired app. The customer simply uses the “Share” function and transfers the related data to the MMI connect app. Then MMI navigation can navigate to the destination. Calendar, a new service in the Audi MMI connect app, enables drivers to transfer their smartphone’s appointment calendar to the car. They can then use the appointment location as a navigation destination and save the telephone number of the person to be met as a contact.

Audi connect SIM: online without borders

With Audi connect, customers get a so-called embedded SIM that is permanently installed in the car. It includes a data flat rate for the use of the Audi connect services. Drivers do not have to complete an activation process. Crossing borders is also more convenient with the new SIM. The new Audi connect SIM permits roaming in most European countries, as it can automatically access the provider for the specific country, as necessary. This eliminates high, country-specific roaming charges and inconvenient confirmations for the customer.

Independent of the integrated Audi connect services, customers can also purchase additional data packages for the Wi-Fi hotspot, which is a component of the optional navigation systems. It allows all passengers to surf the internet at attractive rates with up to eight mobile devices. In this case, too, data transfer continues automatically at a fixed price when crossing a national border, i.e. when changing networks. Data packages for the Wi-Fi hotspot can be purchased flexibly via a special web portal or directly in the car via the MMI system. Customers can also use their own SIM card in the car and establish Wi-Fi Internet access through their own cellular provider. In this case, the data volume used by the Audi connect services will also be charged to the customer’s SIM card; the Audi connect SIM is temporarily deactivated.



The new Audi connect SIM is the first result of a collaboration between Audi and the Irish company Cubic Telecom, a leading supplier of seamless worldwide connectivity solutions.

With the new SIM card, the use of Audi connect services is activated when the car is purchased – and in combination MMI navigation plus, is free for three years. With MMI navigation, use is included for three months or, for an additional fee, for three years. After this, customers can ask their Audi service partner to extend access for a fee.

Diverse infotainment: Audi smartphone interface and Audi phone box

Another option, 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.

The Audi phone box with wireless charging is located in the center console of the Audi Q2. It uses near-field coupling to wirelessly connect the cellular phone to the car antenna. This guarantees optimal reception. The Audi phone box also 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.

Further optional modules round out the infotainment lineup. These include a tuner for Digital Audio Broadcasting and two additional USB ports in the back for charging external devices.

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 anodized aluminum 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, which is included as standard equipment. Its radar sensor reliably recognizes 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 multicollision 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.

If the vehicle is equipped with the seven-speed S tronic, the system covers a speed range of 0 to 200 km/h (*124.3 mph*); with the manual transmission, the range begins at 30 km/h (*18.6 mph*). 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.



Safer lane changes: Audi side assist

The lane change assistant Audi side assist is active at speeds of 15 km/h (9.3 mph) and above. It uses two rear-mounted radar sensors with a scanning range of roughly 70 meters (229.7 ft). 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 65 km/h (40.4 mph), 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.

Attention! Speed limit: camera-based recognition of traffic signs

Camera-based recognition of traffic signs graphically shows the driver speed limits, no passing zones and auxiliary signs. They then appear in the instrument cluster and/or the Audi virtual cockpit as well as the head-up display. The system depicts the currently applicable speed limit.

For example, if a lower speed applies when the road is wet, this value is displayed – if the windshield wipers are on. Speed limits that are only in force at certain times of day are only shown at those times.



Four solutions: systems for easy parking

A variety of systems are available in the Audi Q2 to make parking easier. Besides the rear parking system, there is the parking system plus, which also detects objects in front of the car and warns the driver of them acoustically and visually. If the system detects an obstacle while maneuvering, it activates automatically, if necessary. The parking system plus can be supplemented with 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 maneuvers, 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, Audi pre sense front, Audi active lane assist, camera-based recognition of traffic signs (in combination with a navigation system), parking system plus and the high-beam assist. The assistance package also includes two highlight functions: traffic jam assist and emergency 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 (*40.4 mph*). 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.

Engines

Its powerful engines are the main reason the Audi Q2* is so much fun to drive. Three TDI and three TFSI engines with outputs ranging from 85 kW (116 hp) to 140 kW (190 hp) are available. In keeping with the Audi philosophy of rightsizing, there is the proper displacement for each requirement. The base gasoline engine is a small-displacement three-cylinder unit, whereas the top engines are four-cylinder units displacing two liters. Direct injection and turbocharging are standard.

Highly refined with three cylinders: the 1.0 TFSI (116 hp)

The smallest gasoline engine in the Q2 lineup is all grown up with respect to refinement and power development. From 999 cc, it produces 85 kW (116 hp) and 200 Nm (*147.5 lb-ft*) of torque between 2,000 and 3,500 rpm.

Thanks to its compact design and aluminum crankcase, the three-cylinder engine weighs just 88 kilograms (*194.0 lb*). Its aluminum pistons and forged connecting rods are so finely balanced that it is smooth and refined even without a balancer shaft. Throughout the crank drive the masses are low in magnitude, as is the friction loss. The crankcase and the cylinder head have their own cooling circuits; the exhaust manifold integrated into the head is an important component of the effective thermal management.



To improve load changes, the intake and exhaust camshafts can be moved through 50 and 40 degrees of crankshaft rotation, respectively. The common rail system injects at to 250 bar – a top figure for TFSI engines.

The turbocharger's intercooler is an integral component of the intake manifold. Boost pressure, which can reach up to 1.4 bar relative, develops spontaneously.

High-tech with four cylinders: the 1.4 TFSI COD (150 hp)

The 1.4 TFSI COD has a displacement of 1,395 cc and produces 110 kW (150 hp); its 250 Nm (*184.4 lb-ft*) of torque is available between 1,500 and 3,500 rpm. It comes with a technology package similar to that of the 1.0 TFSI, supplemented with COD (cylinder on demand) cylinder deactivation.

Combined with the manual six-speed transmission, the COD system deactivates the second and third cylinders at loads up to 100 Nm (*73.8 lb-ft*) and while coasting when engine speed is between 2,000 and 3,200 rpm.

If the dual-clutch transmission is installed, cylinder deactivation occurs sooner, between 1,400 and 3,200 rpm. 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 NEDC cycle, the COD system reduces fuel consumption by roughly 0.4 liters per 100 kilometers. With a moderate driving style, this can be as high as 20 percent. The Audi Q2 1.4 TFSI COD S tronic consumes only 5.2 liters of fuel per 100 kilometers (*45.2 US mpg*) with CO₂ emissions of 119 grams per kilometer (*191.5 g/mi*). It sprints from zero to 100 km/h (*62.1 mph*) in 8.5 seconds and reaches a top speed of 212 km/h (*131.7 mph*).



Revolutionary combustion process: the 2.0 TFSI (190 hp)

The top gasoline engine is the 2.0 TFSI. Displacing 1,984 cc, it produces 140 kW (190 hp) and delivers 320 Nm (*236.0 lb-ft*) of torque to the crankshaft between 1,500 and 4,180 rpm. Its new combustion process and an extensive package of high-tech solutions provide for sporty performance and exemplary efficiency across the entire engine-speed range. In part-load operation, the four-cylinder engine realizes the fuel economy benefits of a downsizing engine, while offering the benefits of an engine with large displacement at higher loads. The Q2 2.0 TFSI is combined with S tronic and quattro all-wheel drive as standard.

Powerful entry-level diesel: the 1.6 TDI (116 hp)

The 1.6 TDI with a displacement of 1,598 cc produces 85 kW (116 hp) and delivers 250 Nm (*155.3 lb-ft*) of torque between 1,500 and 3,200 rpm. It impresses with minimal internal friction. This applies, for example, to the piston rings, the cylinder barrels, the toothed belt and the carbon-coated bolts of the cast-aluminum pistons. A two-stage oil pump, a turbocharger with variable turbine geometry and an intake manifold with integrated intercooler round out the technology package.

Clear best-seller: the 2.0 TDI (150 hp/190 hp)

The 1,968 cc, four-cylinder TDI is particularly popular in the Audi lineup. It is available in the Q2 at two output levels. In the first version, it produces 110 kW (150 hp) and 340 Nm (*250.8 lb-ft*) of torque between 1,750 and 3,000 rpm. These figures in the top version are 140 kW (190 hp) and 400 Nm (*295.0 lb-ft*) between 1,900 and 3,300 rpm. The 110 kW variant comes with a manual six-speed transmission; S tronic is optionally available. The top diesel model is fitted with a dual-clutch transmission and quattro all-wheel drive as standard.

The 2.0 TDI is packed with high-tech solutions: two balancer shafts in the crankcase, minimized internal friction, separate cooling circuits, a cylinder pressure sensor and a common rail system with a maximum pressure of 2,000 bar.



Drivetrain

The Q2 is available with a variety of transmissions depending on the engine installed: a six-speed manual transmission and two versions of a seven-speed dual-clutch transmission. The manual transmission is standard with the 1.0 TFSI, the 1.4 TFSI with COD, the 1.6 TDI and the 2.0 TDI with 110 kW (150 hp). It features short, precise shifting, and a magnesium case reduces its weight. The sporty seven-speed S tronic is also available for these engines; the top TDI and the 2.0 TFSI have it as standard equipment.

With all transmissions, the close-ratio lower gears provide for powerful acceleration. The wide ratio of each transmission's highest gear reduces engine speed and with it fuel consumption.

New technologies: the seven-speed S tronic

Two versions of the seven-speed S tronic are used. Engines with up to 85 kW (116 hp) are paired with a proven unit that weighs just 70 kilograms (*154.3 lb*). Its two clutches run dry. The top engines with torque ratings of 320 Nm (*236.0 lb-ft*) and above are paired with a newly developed S tronic in which 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 optimization was able to reduce friction in many components, contributing to the outstanding efficiency of the new dual-clutch transmission.



In either version, 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 optional 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 7 km/h (4.3 mph).

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. It comes standard with the 2.0 TFSI and the 2.0 TDI with an output of 140 kW (190 hp). It is optionally available for the 2.0 TDI with an output of 110 kW (150 hp).

quattro drive uses an electrohydraulically 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 system 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 centimeters (5.9 in) 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 1,547 millimeters (*5.08 ft*), is a McPherson construction with lower wishbones and cast aluminum pivot bearings. Q2 variants with front-wheel drive use a compact, lightweight torsion-beam rear axle; quattro versions a four-link rear suspension with 1,541-millimeter (*5.06 ft*) 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. This allows the new Q2 to be steered agilely and precisely 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 ten millimeters (*0.4 in*). 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 Stabilization Control (ESC)

Electronic Stabilization 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 stabilization 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 minimizes 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 312 mm (*12.3 in*) in diameter; the solid rear discs have a diameter of 272 mm (*10.7 in*). The electromechanical parking brake is part of the rear axle brake system. It can optionally be expanded to include the hold assist, which 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 16-inch steel wheels with full wheel trim. 16-inch aluminum wheels are optional.



Customers ordering the Q2 in the lines design or sport get alloy wheels one size up and can choose from a variety of designs. Audi also offers 18-inch wheels. Audi Sport offers wheels in sizes up to 19 inches with not just different designs, but also different surface finishes.

All of the tires feature good ride characteristics and low rolling resistance.

A tire repair kit and a tire pressure indicator are standard. Audi provides a spare tire upon request.

Market launch and prices

The compact SUV, which is built at the main Audi plant in Ingolstadt, can be ordered from mid July onwards and will launch on the European market in fall 2016. The base price is 22,900 euros for the 1.0 TFSI and 25,850 euros for the 1.6 TDI. The Audi Q2* 1.4 TFSI COD is priced at 24,900 euros; the 2.0 TDI with 110 kW (150 hp) at 28,150 euros. The top TFSI lists for 31,800 euros; the most powerful diesel model for 34,000 euros.



Fuel consumption of the models named above

Audi Q2 1.0 TFSI (85 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 1.0 TFSI S tronic (85 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 1.4 TFSI COD (110 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 1.4 TFSI COD S tronic (110 kW):

Combined fuel consumption in l/100 km: 5.5 - 5.2***(42.8 - 45.2 US mpg)*; Combined CO2 emissions in g/km: 125 - 119** *(201.2 - 191.5 g/mi)*

Audi Q2 2.0 TFSI quattro S tronic (140 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 1.6 TDI (85 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 1.6 TDI S tronic (85 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 2.0 TDI (110 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q2 2.0 TDI S tronic (110 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.



Audi Q2 2.0 TDI quattro S tronic (140 kW):

This vehicle is not yet on sale. It does not yet have type approval and is therefore not subject to Directive 1999/94/EC.

Audi Q3:

Combined fuel consumption in l/100 km: 8.6 - 4.2*** (27.4 - 56.0 US mpg);

Combined CO₂ emissions in g/km: 203 - 109*** (326.7 - 175.4 g/mi)

Audi Q7:

Combined fuel consumption in l/100 km: 8.3 - 5.5*** (28.3 - 42.8 US mpg)

Combined CO₂ emissions in g/km: 199 - 144*** (320.3 - 231.7 g/mi)

** Figures depend on the tire/wheel sets used

*** Figures depend on the tire/wheel sets used and the engine/transmission variant

– Fin –

Le groupe Audi composé des marques Audi, Ducati et Lamborghini est l'un des constructeurs d'automobiles et de motos haut de gamme qui remportent le plus de succès. L'entreprise est présente sur plus de 100 marchés et produit des véhicules sur 16 sites implantés dans 12 pays. Au cours du second semestre 2016, Audi démarrera la production de l'Audi Q5 à San José Chiapa (Mexique). L'AUDI AG possède plusieurs filiales à 100 %, dont les sociétés quattro GmbH (Neckarsulm/Allemagne), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese/Italie) et Ducati Motor Holding S.p.A. (Bologne/Italie).

En 2015, le groupe Audi a livré à ses clients environ 1,8 million d'automobiles de la marque Audi ainsi que 3 245 voitures de sport de la marque Lamborghini et environ 54 800 motos de la marque Ducati. Le groupe AUDI a réalisé au cours de l'exercice 2015 un résultat d'exploitation de 4,8 milliards d'euros pour un chiffre d'affaires de 58,4 milliards d'euros. L'entreprise emploie actuellement quelque 85 000 personnes dans le monde entier, dont environ 60 000 en Allemagne. Audi se concentre sur de nouveaux produits et des technologies durables afin d'assurer l'avenir de la mobilité.