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The new A6 series – better and more attractive than ever

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Annex: Technical Data

The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

Summary

Fresh power for an established winner – the new Audi A6 and A6 Avant

The winner in the business class has just gotten better – Audi has thoroughly updated the A6 family*. New engines, transmissions and headlights, plus a new infotainment system make the Sedan and Avant more efficient, more powerful, more attractive and more sophisticated than ever. The versatile A6 allroad quattro* and the S6*, S6 Avant* and RS 6 Avant* sport models are also packed with numerous new features.

Sharp lines, emphasized horizontals, athletically taut surfaces – the design of the A6 models epitomizes precision and sporty elegance. It was carefully honed as part of the model refresh, with changes made to the Singleframe grille, the headlights, air inlets, bumpers, side sills, rear lights and tailpipes. Audi optionally offers headlights with LED technology or Matrix LED technology, combined with dynamic turn signals.

Thanks to its intelligent composite construction concept, the body is extremely rigid and safe. Numerous components of aluminum and hot-shaped steel form the backbone of a systematic lightweight construction concept. The new A6 1.8 TFSI has a curb weight (without driver) of just 1,535 kilograms (*3384.1 lb*). Vibrational comfort is excellent; cabin noise is extremely low.

The sinewy style of the exterior is echoed in the car's spacious interior. Every detail documents the uncompromising level of quality familiar to Audi drivers. Elegant colors and carefully selected materials emphasize the cultivated atmosphere. The new Audi design selection in the interior colors flint gray (A6 models) and salsa red (S6) address particularly discerning customers.

The front seats are available with optional ventilation and massage functions; the controls are simple. The MMI radio operating system and deluxe automatic air conditioning are standard. The luggage compartment of the Audi A6 Avant offers between 565 and 1,680 liters (*20.0 and 59.3 cu ft*) of space and many practical features. An optional sensor-controlled automatic tailgate combined with a power luggage compartment cover makes loading even easier.

The new A6 models are also way ahead of the competition when it comes to infotainment, with configurations ranging up to MMI navigation plus with MMI touch. The top-of-the-line navigation system with the power-retractable eight-inch monitor is now based on a new technology platform that uses the fast Tegra 30 graphics chip from Audi's partner Nvidia. The supplemental module Audi connect transfers data via the fast LTE standard and brings tailored online services into the car, including new media streaming apps.

The range of driver assistance systems is also extremely attractive, topped by adaptive cruise control with stop & go function. Audi side assist, which uses radar to check behind the car when changing lanes, works closely together with Audi active lane assist, which prevents unintended lane changes. The night vision assistant now includes even more functions, and the Audi pre sense basic safety system is standard. Important information can be called up via the optional head-up display.

Extensively updated: the engine lineup

The engine lineup for the new A6 and A6 Avant includes three TFSI units with output ranging between 140 kW (190 hp) and 245 kW (333 hp) and five TDI units ranging from 110 kW (150 hp) to 240 kW (326 hp). All engines comply with the limits of the Euro 6 emission standard, and their CO₂ emissions have been reduced by as much as 22 percent. At Audi, the most efficient gasoline and diesel engines bear the "ultra" label. Combined with the all-new S tronic transmission, the 1.8 TFSI ultra consumes just 5.7 liters of fuel per 100 kilometers (*41.3 US mpg*), corresponding to 133 grams CO₂ per kilometer (*214 g/mi*). The 2.0 TDI ultra with 110 kW (150 hp) achieves the extremely low consumption figure – with no restrictions with respect to equipment – of 4.2 liters of fuel per 100 kilometers (*56.0 US mpg*) corresponding to 109 grams CO₂ per kilometer (*175.4 g/mi*).

The top gasoline engine, the 3.0 TFSI, has been comprehensively revised. The engine developers have also completely redesigned numerous aspects of the 3.0 TDI clean diesel, which is available with either 160 kW (218 hp) or 200 kW (272 hp). The 3.0 TDI clean diesel biturbo produces 235 kW (320 hp). Another version with 240 kW (326 hp), which can be boosted briefly to 255 kW (346 hp), powers the A6 3.0 TDI competition and A6 Avant 3.0 TDI competition special-edition models, with which Audi is celebrating 25 years of TDI technology.

The high-performance diesel is paired with an eight-speed tiptronic. All other engine variants work together with either a newly designed six-speed manual transmission that is particularly lightweight and low-friction, or a seven-speed S tronic. In the versions with front-wheel drive, a fully redeveloped dual-clutch transmission replaces the multitronic. In engine configurations starting at 200 kW (272 hp), quattro permanent all-wheel drive can be supplemented with the sport differential, which actively distributes power between the rear wheels.

The chassis with its sophisticated wheel suspensions also combines supreme comfort with sporty handling. The Audi drive select dynamic handling system is standard, and Audi offers a choice of two sport suspensions and adaptive air suspension as options. The wheels measure between 17 and 20 inches in the diagonal. Models equipped with engines producing 160 kW (218 hp) and above are equipped with new lightweight brakes, and dynamic steering is available on models with 235 kW (320 hp) and up.

Sophisticated and masculine – the new Audi A6 allroad quattro

The new Audi A6 allroad quattro, which is based on the A6 Avant, features a raised body and stainless steel linings that encapsulate the underside of the front and rear ends. The design is robust and masculine, with vertical slats in the Singleframe grille. There are four 3.0-liter, V6 engines from which to choose – the 3.0 TFSI and three versions of the 3.0 TDI. The adaptive air suspension is standard.

Sportiness to the third power: the new S6, S6 Avant and RS 6 Avant

The new Audi S6 and the S6 Avant are sports cars for everyday. The 4.0 TFSI, a biturbo V8 producing 331 kW (450 hp), accelerates the Sedan from 0 to 100 km/h (62.1 mph) in 4.4 seconds. The S6 Avant completes the sprint in 4.6 seconds. Average fuel consumption is just 9.2 liters per 100 kilometers (25.6 S mpg) in the Sedan and 9.4 liters (25.0 US mpg) in the Avant, the equivalent of 214 and 219 grams CO₂ per kilometer (344.4 and 352.4 g/mi), respectively. This efficiency is due in large part to the cylinder on demand (COD) system, which only activates four of the eight cylinders when under part load.

Standard equipment in the new Audi S6 and S6 Avant includes quattro permanent all-wheel drive and the adaptive air suspension, which lowers the body by 20 millimeters (0.8 in). Matt black brake calipers grip the front discs mounted behind the 19-inch wheels.

The dynamic top model of the new A6 family is the Audi RS 6 Avant. The high-performance sports car for everyday driving and recreation accelerates to 100 km/h (62.1 mph) in 3.9 seconds and reaches a top speed of 305 km/h (189.5 mph). Its 4.0 TFSI engine produces 412 kW (560 hp), yet consumes on average just 9.6 liters of fuel per 100 kilometers (24.5 US mpg, corresponding to 223 grams CO₂ per kilometer (358.9 g/mi)). The COD system is also largely responsible for this efficiency.

An eight-speed tiptronic transfers the power from the biturbo V8. The standard quattro drivetrain uses a center differential with a higher locking rate. The RS adaptive air suspension lowers the body by 20 millimeters (0.8 in). Audi offers the taut RS sport suspension with Dynamic Ride Control (DRC) as an option. The large brake discs feature a weight-saving wave design, and the wheels measure 20 inches in diameter. 21-inch wheels are available as an option.

Delivery of the new Audi A6 family will begin in fall 2014. The base price in Germany for the Sedan with the 1.8 TFSI will be €38,400; the A6 Avant 1.8 TFSI begins at €40,900 and the A6 allroad quattro 3.0 TDI at €56,650. The Audi S6 is priced at €75,400, and the Audi RS 6 Avant lists for €109,200.

At a glance:

The new Audi A6 model series

Body and design

- Lightweight body with high aluminum content and high-strength, hot-shaped steels, the A6 1.8 TFSI has a curb weight (without driver) of just 1,535 kilograms (3,384.1 lb).
- New design solutions at the front, side sills and rear
- LED headlights and Matrix LED headlights with dynamic turn signals available as options
- Optional power luggage compartment lid with sensor control

Interior and controls

- Spacious interior, luggage capacity up to 1,680 liters (59.3 cu ft) with A6 Avant
- Front seats optionally with ventilation and massage function
- MMI radio operating system standard; head-up display optional
- Self-assured design, top-quality workmanship, new colors and materials, optional S line sport package and new Audi design selection

Drivetrain

- Four powerful four and six-cylinder engines each – three TFSI and four TDI units, output from 110 kW (150 hp) to 245 kW (333 hp)
- Up to 22 percent lower CO₂ emissions; all engines meet Euro 6 emission standard
- 1.8 TFSI ultra with S tronic just 133 g CO₂ per km (222.1 g/mi); 2.0 TDI ultra with S tronic just 109 g CO₂ per km (175.4 g/mi)
- Many aspects of 3.0 TFSI and 3.0 TDI units newly developed
- New manual transmission, new seven-speed S tronic for front-wheel drive; 3.0 TDI biturbo with eight-speed tiptronic
- quattro drive for many model versions; above 200 kW (272 hp) also with sport differential

Chassis

- Sophisticated suspensions; wheels between 17 and 20 inches in diameter; brakes in models with more powerful engines feature new fixed aluminum calipers
- Audi drive select dynamic handling system is standard; dynamic steering, adaptive air suspension and two sports suspensions are optional

Assistance and infotainment systems

- New optional MMI navigation plus with new computer hardware and high-resolution, eight-inch monitor supplements Audi connect with LTE modem and tailored services
- Optional Audi phone box and Bang & Olufsen Advanced Sound System
- Cutting-edge safety and assistance systems; new interconnectivity between Audi side assist and Audi active lane assist

Audi A6 allroad quattro

- Raised body with robust optics and underbody guard; adaptive air suspension standard
- Four V6 engines: 3.0 TFSI, 3.0 TDI with three output levels

Audi S6 and S6 Avant

- 4.0 TFSI developing 331 kW (450 hp), COD system
- 19-inch wheels and adaptive air suspension sport standard
- Optional sport exhaust system for particularly sporty sound

Audi RS 6 Avant

- 4.0 TFSI with 412 kW (560 hp), COD system, consumption of 9.6 liters per 100 kilometers (*24.5 US mpg*)
- Eight-speed tiptronic, 20-inch wheels and wave-design brakes
- RS adaptive air suspension standard; optional RS sports suspension with Dynamic Ride Control (DRC)

Full version

Full scope of Audi's technological expertise – The new A6 model series

The revised A6 model series* is launching with numerous new features on engines, transmissions, headlights and infotainment. The Audi A6 and the A6 Avant are even more powerful, efficient and sophisticated than ever. The versatile A6 allroad quattro and the S6, S6 Avant and RS 6 sport models also benefit from the model refresh.

Body

The new Audi A6 and the A6 Avant are stately cars, measuring 4,933 and 4,943 millimeters (*16.18 ft and 16.22 ft*) in length, respectively. The wheelbase measures 2,912 millimeters (*9.55 ft*), the width 1,874 millimeters (*6.15 ft*) and the body height 1,455/1,461 millimeters (*4.77/ 4.79 ft*), respectively. The body of the new A6 has an aluminum content of roughly 20 percent.

The cross-strut in the engine compartment and the cross-members behind the front and rear bumpers are made of aluminum sections. The front strut braces are highly integrated aluminum castings. Compared with comparable welded components of steel sheet, they save more than ten kilograms (*22.0 lb*) of weight. The integral subframe behind the instrument panel, the rear shelf, the cross-member in the trunk, the front fenders, the doors, the hood and the trunk lid are made of aluminum panels. This lightweight construction concept yields a weight savings of roughly 15 percent compared with conventional steel construction.

Furthermore, the bodies of the new Audi A6 and the A6 Avant include numerous hot-shaped steels, which combine extreme strength with low weight. They are used in the transition from the front section of the car to the occupant cell, in the A-pillars and the roof arch, in the center tunnel, the side sills and the B-pillars, at the transition of the side sills to the rear section of the car, and in the floor panel. In many areas, Audi uses tailored blanks – panels of various thicknesses within the component.

Other advantages of the bodies with their outstanding manufacturing quality: They achieve top values with respect to torsional stiffness, thus providing the basis for the highly precise handling and quietness in the cabin. Hydraulic elements minimize vibrations of the wheel suspensions, rear subframe and engine. Acoustic glazing in the front and side zones of the occupant cell is standard, and there are three seal lines at the doors. As an option, Audi offers insulating/acoustic glass all around and tinted privacy windows.

The new Audi A6 and the A6 Avant are also impressively aerodynamic, with c_d values of 0.26 and 0.30, respectively. The paneled underbody channels air in a controlled manner, and air also flows through the engine compartment with minimal losses. Numerous details, such as the design of the exterior mirrors, provide for excellent aeroacoustics. The bodies also get top marks when it comes to passive safety, both in the event of a crash with other vehicles and for pedestrian safety. In the cabin, Audi's adaptive restraint system offers outstanding protection.

Exterior design

Elegant, powerful and sportily progressive – the new Audi A6* and the A6 Avant* are attired in striking shapes. The proportions are balanced, sharp lines frame taut surfaces and the low roofline quickly begins sloping back downward. The tornado line gives the body strong shoulders, and the redesigned, more strongly contoured side sills draw the dynamic line slightly upward. The large, precisely defined wheel wells emphasize the muscular character; the trim strips over the side windows are now in high-gloss black.

The Singleframe grille at the front now appears even wider. Its six corners are now more striking; chrome struts provide for even more elegance. The bumper has also been redesigned. The side air intakes are interconnected and framed by a chrome clasp. Lateral slats structure their interior, and pronounced edges accentuate them at the top.

The headlights also feature a progressive design. Xenon plus units are standard, and Audi offers LED or Matrix LED headlights as options. In the top version, a bundle of 19 light-emitting diodes per headlight paired with four reflectors produce the high-beam light. Matrix LED headlights ideally illuminate the road ahead without dazzling other road users. Their control unit, which communicates with the camera on the rear view mirror, can switch the individual diodes off and on and dim them in 64 stages as needed.

Another strength of the Matrix LED headlights is the intelligent cornering light, which is created by a shift in the light center position. With the optional MMI navigation plus on board, the cornering light uses the route data to illuminate the curve shortly before the steering wheel is turned. Audi bundles the Matrix LED headlights with front and rear dynamic turn signals in the new A6 and A6 Avant. When the driver taps the turn signal, individual LEDs light up from the inside out.

At the sculptured rear end of the car, the lights are now slimmer and the trunk lid boasts a chrome trim. The diffuser insert houses the new exhaust tailpipes, whose trapezoidal design underscores the width of the car. The tail lights are now comprised entirely of LEDs, and rear dynamic turn signals are standard in combination with LED headlights.

The color palette for the new Audi A6 and A6 Avant includes solid, metallic and pearl-effect shades, including four colors exclusive to individual models such as the allroad, S line and S models. The standard colors are aviator blue, brilliant black, Dakota gray, floret silver, glacier white, garnet red, Havana black, ibis white, diamond beige, moonlight blue, mythos black, Oolong gray and quartz gray. Options include the Audi exclusive black gloss package and the S line exterior package, which add additional sporty accents to the design.

Engines

Three TFSI and five TDI engines with outputs ranging from 110 kW (150 hp) to 245 kW (333 hp) – the reorganized engine lineup for the Audi A6* and A6 Avant* covers the full breadth of customer expectations. All engines comply with the Euro 6 emission standard. Their CO₂ emissions have decreased by as much as 22 percent, while output has increased by up to 35 kW (48 hp). As forced-induction, direct-injection engines, all follow Audi's right-sizing philosophy.

The start-stop-system in combination with the seven-speed S tronic and the eight-speed tiptronic offers added features. When the driver rolls up to a red light or other obstacle, the engine can be deactivated as soon as speed drops below seven km/h (*4.3 mph*). This function remains inactive in S mode and in the touch control gate of the seven-speed S tronic. The new start-stop-system works closely together with the ACC stop&go. When the engine is inactive, it starts again as soon as the vehicle ahead begins moving.

The entry-level gasoline engine is now the 1.8 TFSI. The 1,798 cc, four-cylinder unit produces 140 kW (190 hp) and 320 Nm (*236.0 lb-ft*) of torque, the latter between 1,400 and 4,100 rpm. Special features of the engine include dual injection in the combustion chambers and the induction pipe, the exhaust manifold integrated into the cylinder head and the Audi valvelift system (AVS) for the exhaust valves.

The 1.8 liter gasoline engine is already powerful enough to make the new Audi A6 and A6 Avant very agile. When paired with the S tronic (manual transmission), the Sedan sprints from 0 to 100 km/h (*62.1 mph*) in 7.9 (7.9) seconds with a top speed of 233 (233) km/h (*144.8 mph*). Average fuel economy, however, is just 5.7 (5.9) liters per 100 kilometers (*41.3 [39.9] US mpg*), corresponding to 133 and 138 grams CO₂ per kilometer (*214.0 [222.1] g/mi*). In combination with the S tronic (manual transmission), the Avant accelerates from 0 to 100 km/h (*62.1 mph*) in 8.2 (8.2) seconds on its way to a top speed of 225 (226) km/h (*139.8 mph [140.4]*). Fuel consumption figures of 5.9 (6.2) liters of gasoline per 100 kilometers (*39.9 [37.9] US mpg*), with 137 and 144 grams CO₂ per kilometer respectively (*220.5 [231.7] g/mi*), are low. As the most efficient gasoline model in the A6 family, the 1.8 TFSI with S tronic bears the “ultra” badge.

The 2.0 TFSI uses the same technology package as the 1.8 TFSI. It has an output of 185 kW (252 hp), and 370 Nm (*272.9 lb-ft*) of torque is available between 1,600 and 4,500 rpm. The lightweight two-liter unit, which displaces 1,984 cc, accelerates the new A6 Sedan with front-wheel drive from zero to 100 km/h (*62.1 mph*) in 6.7 seconds on its way to a governed top speed of 250 km/h (*155.3 mph*). Average fuel consumption is a mere 5.9 liters per 100 kilometers (*39.9 US mpg*), corresponding to CO₂ emissions of 137 grams per kilometer (*220.5 g/mi*). The values for the new A6 Avant with front-wheel drive are 6.9 seconds for 0 to 100 km/h acceleration, 6.0 liters of fuel per 100 kilometers (*39.2 US mpg*) and 140 grams CO₂ per kilometer (*225.3 g/mi*).

Significantly revised: the 3.0 TFSI

Significantly revised, the 3.0 TFSI now develops 245 kW (333 hp) and has a maximum torque of 440 Nm (*324.5 lb-ft*) between 2,900 and 5,300 rpm. The 2,995 cc V6 uses a mechanical supercharger located in the V of the cylinder banks to compress the intake air. A new electromagnetic clutch deactivates the charger at low and intermediate loads and engine speeds. Dual-injection, adjustable intake and exhaust camshafts, and the measures to reduce friction are proven Audi efficiency technologies.

Powerful thrust and lightning-fast response – the three-liter V6 accelerates the new Audi A6 with S tronic and quattro all-wheel drive from standstill to highway speed in 5.1 seconds, with acceleration continuing up to a governed top speed of 250 km/h (*155.3 mph*). The sprint takes two tenths of a second longer in the new A6 Avant. The supercharged V6 in the Sedan averages 7.4 liters of fuel per 100 kilometers (*31.8 US mpg*) in the NEDC, corresponding to 172 grams CO₂ per kilometer (*276.8 g/mi*). These same figures for the Avant are 7.6 liters (*30.9 US mpg*) and 177 grams CO₂ per kilometer (*284.9 g/mi*).

Two variants: the 2.0 TDI ultra

The TDI engines include two output variants of the 1,968 cc four-cylinder unit – one with 110 kW (150 hp) and 350 Nm (*258.1 lb-ft*) from 1,500 to 3,000 rpm; the other with 140 kW (190 hp) and 400 Nm (*295.0 lb-ft*) from 1,750 to 3,000 rpm. The 2.0 TDI clean diesel boasts innovative solutions, with separate coolant loops, two balance shafts in the crankcase, variable valve drive and a common rail injection system that maintains the fuel at a max. pressure of 2,000 bars. The 2.0 TDI variants are characterized by high efficiency, which is why they bear the ultra badge.

Even the 110 kW version delivers powerful performance. The A6 Sedan with S tronic reaches the 100 km/h (*62.1 mph*) mark in 9.6 seconds and has a top speed of 214 km/h (*133.0 mph*). With the Avant these figures are 9.9 seconds and 209 km/h (*129.9 mph*). With average fuel consumption of just 4.2 and 4.4 liters per 100 kilometers (*56.0 and 53.5 US mpg*), respectively, corresponding to 109 grams CO₂ per kilometer for the Sedan and 114 grams for the Avant (*175.4 and 183.5 g/mi, respectively*), both variants offer exemplary economy.

The 2.0 TDI clean diesel with 140 kW (190 hp) in combination with the S tronic and front-wheel drive is also extremely efficient. The new A6 Sedan consumes just 4.2 liters per 100 kilometers (*56.0 US mpg*), corresponding to 109 grams CO₂ per kilometer (*175.4 g/mi*). These same figures for the new Avant are 4.4 liters per 100 kilometers (*53.5 US mpg*) and 114 grams CO₂ per kilometer (*183.5 g/mi*). The performance figures: from 0 to 100 km/h (*62.1 mph*) in 8.2 (Avant: 8.5) seconds and top speed 232 km/h (Avant: 226) (*144.2 and 140.4 mph respectively*).

The TDI: three liter-V6 in three engine power classes

Audi offers three versions of the 3.0 TDI, which displaces 2,967 cc – as a comprehensively revised, highly efficient monoturbo in two power-output classes and as a powerful biturbo. Thanks to an emissions-control unit compliant with the Euro 6 emission standard, all versions of the V6 also bear the “clean diesel” designation.

The monoturbo, which weighs only around 190 kilograms (*418.9 lb*), features particularly effective thermal management, new cylinder heads and a modified chain drive. Its common-rail system generates up to 2,000 bars of pressure. In the efficiency version, which has been specifically designed for low fuel consumption, the 3.0 TDI clean diesel produces 160 kW (218 hp). Its torque of 400 Nm (*295 lb-ft*) is available between 1,250 and 3,750 rpm. The sportier version offers 200 kW (272 hp) and 580 Nm (*427.8 lb-ft*) of torque, the latter between 1,250 and 3,250 rpm.

Even in the version with 160 kW (218 hp), the 3.0 TDI clean diesel moves the new Audi A6 and A6 Avant with great ease. With front-wheel drive, the Sedan completes the standard sprint in 7.1 seconds and reaches a top speed of 244 km/h (*151.6 mph*); for the Avant these figures are 7.3 seconds and 234 km/h (*145.4 mph*). Fuel consumption is just 4.7 liters per 100 kilometers (*50.0 US mpg*) – a CO₂ equivalent of 122 grams per kilometer (*196.3 g/mi*) [Avant: 4.8 liters per 100 kilometers/125 grams CO₂ per kilometer (*49.0 US mpg/201.2 g/mi*)], an improvement of 15 percent compared with the previous engine.

In combination with the S tronic and quattro, the values for the A6 Sedan and the A6 Avant vary slightly. The standard sprint from 0 to 100 km/h (*62.1 mph*) is completed in 6.6 (Avant: 6.8) seconds, and top speed is 244 and 234 km/h (*151.6 and 145.4 mph*), respectively. According to the NEDC, the Sedan consumes 5.1 liters per 100 kilometers (*46.1 US mpg*) – a CO₂ equivalent of 133 grams per kilometer (*214.0 g/mi*). For the Avant these figures are 5.3 liters (*44.4 US mpg*) and 138 grams (*222.1 g/mi*).

The 3.0 TDI clean diesel with 200 kW (272 hp) is even more impressive. The key figures for the A6 Sedan are 5.5 seconds for 0 to 100 km/h (*62.1 mph*) acceleration, a governed top speed of 250 km/h (*155.3 mph*), 5.1 liters of fuel per 100 kilometers (*46.1 US mpg*) and 133 grams CO₂ per kilometer (*214.0 g/mi*). The values for the new A6 Avant: 5.7 seconds to highway speed, a governed top speed of 250 km/h (*155.3 mph*), 5.3 liters of fuel per 100 kilometers (*44.4 US mpg*) and 138 grams CO₂ per kilometer (*222.1 g/mi*).

650 Nm: the 3.0 TDI clean diesel biturbo

The top TDI engine in the new A6 family is the 3.0 TDI clean diesel biturbo. It produces 235 kW (320 hp) and delivers a brawny 650 Nm (*479.4 lb-ft*) of torque to the crankshaft between 1,400 and 2,800 rpm. Its two turbochargers are connected in series via a changeover valve. The pistons, cylinder heads and camshafts have been specially designed for the high-performance concept. A sound actuator in the exhaust system gives the engine a full, sporty sound.

With the biturbo V6, the new A6 Sedan sprints from 0 to 100 km/h (*62.1 mph*) in 5.0 seconds. The governed top speed of 250 km/h (*155.3 mph*) is a mere formality. The sprint takes two tenths of a second longer in the new Avant. The consumption figures are 6.0 (6.2) liters per 100 kilometers (*39.2 and 37.9 US mpg*) for the Sedan and Avant, respectively, the equivalent of 159 and 164 grams CO₂ per kilometer (*255.9 and 263.9 g/mi*).

For customers for whom sporty driving is particularly important, Audi offers the A6 and A6 Avant as a special edition 3.0 TDI competition model. The three-liter biturbo engine produces 240 kW (326 hp), with overboost making 255 kW (346 hp) available for brief periods. Both cars come equipped with the S line sport package, which also lowers the body by 20 millimeters (*0.8 in*). Sitting behind the 20-inch, two-tone wheels are brakes with red calipers.

The interior is all black, and the list of standard equipment is generous. Audi is using the two special edition models to commemorate the successful launch of its TDI technologies 25 years ago.

Drivetrain

Audi also has a variety of drivetrain solutions available. Power flows either to the front axle or to all four wheels. quattro permanent all-wheel drive is optionally available for the 3.0 TDI with 160 kW (218 hp), and will be available for the 2.0 TFSI and the 2.0 TDI with 140 kW (190 hp) shortly after launch. quattro is standard with all engines producing at least 200 kW (272 hp), and can be supplemented with the sport differential at the rear axle if desired.

Four different transmissions are available. The manual six-speed transmission is standard with the 1.8 TFSI and the two 2.0 TDI engines. Audi is now offering a new version designed for various torque classes. Aluminum reduces the weight of the casing; the gear sets and oil have been optimized for minimal friction and thus high efficiency. The eight-speed tiptronic is reserved for the 3.0 TDI clean diesel with twin turbochargers. The seven-speed S tronic is standard with engines producing at least 160 kW (218 hp) and as an option for all others. There are slight technical differences between the versions for front-wheel and all-wheel drive.

All automatic transmissions are state-of-the-art. They are incorporated into the thermal management for the engines and characterized by their high efficiencies. Their lower gears feature short, sporty ratios, while the upper gears are long to reduce revs and fuel consumption. The optional MMI navigation plus forwards its route data to the transmission management system. Drivers can choose between D and S modes or take over gear changes themselves at any time. Paddles on the steering wheel are optional (standard with the 3.0 TDI clean diesel biturbo).

The eight-speed tiptronic is a classic torque-converter transmission. It shifts smoothly, quickly and snappily. Under normal driving conditions, the lockup torque converter connects the transmission directly to the engine. It works with limited slip in certain situations, which in interplay with the integrated shock absorber permits very low engine speeds without vibrations. When the car is not moving, the transmission is disconnected from the engine.

The seven-speed S tronic follows a different principle. Its two multi-plate clutches operate two mutually independent sub-transmissions, which are similar in nature to manual transmissions. They are continuously active, but only one is connected to the engine at any given time. Gears are shifted by switching the clutches. This takes just a few hundredths of a second and occurs with virtually no interruption of propulsive power. When the standard Audi drive select system is in efficiency mode, the S tronic begins to freewheel as soon as the driver takes his or her foot off the gas pedal.

In the version with quattro all-wheel drive, the clutches of the seven-speed S tronic are arranged radially one above the other as opposed to axially one behind the other as in the newly developed version for front-wheel drive. The new transmission, which replaces the multitronic, sets new standards with respect to efficiency. The secrets to this success are a further reduction of friction, the low weight of the components and an innovative oil supply system. A centrifugal force pendulum on the flywheel makes it possible to operate the engine at very low speeds.

Lightning-fast redistribution: quattro permanent all-wheel drive

The quattro permanent all-wheel drive is purely mechanical. During normal driving, the self-locking center differential funnels 60 percent of engine torque to the rear axle and 40 percent to the front. It can also redistribute the power immediately if necessary – up to 70 percent to the front axle or as much as 85 percent to the rear.

The perfect partner for quattro all-wheel drive is torque vectoring, an intelligent software function of the ESC electronic stabilization control. Upon detecting that the front inside wheel (front and rear axle on quattro models) in a turn has been relieved too much, the ESC unit minimally and precisely brakes the wheel concerned. The intervention causes excess torque to flow to the outside wheel. Due to the difference in propulsion forces, the Audi A6 turns slightly into the corner. Self-steering behavior remains neutral longer, and handling becomes more precise, agile and stable.

The optional sport differential (for engines with 200 kW/272 hp and above) actively distributes the engine torque between the rear wheels during dynamic driving. In fast cornering, the system literally pushes the new Audi A6 and A6 Avant into the radius. Management of the sport differential is integrated into the control functions of Audi drive select. The latest evolution is even faster and more sensitive.

Chassis

With their sophisticated chassis, the new Audi A6* and A6 Avant* combine tremendous athletic talents with luxurious comfort – from a dynamic pace to composed cruising. The front axle is a construction with five aluminum links per wheel that can handle longitudinal and lateral forces separately. An integral subframe made of high-strength steel serves as the backbone of the suspension, which has a track of 1,627 millimeters (5.34 ft).

The Audi track-controlled, trapezoidal link principle is used for the rear axle, which has a track of 1,618 millimeters (5.31 ft). The links here are also made of aluminum. Two hydraulically damped bearings join the steel subframe to the body. As with the front axle, the wheel carriers and pivot bearings are made of aluminum and the stabilizer bars are hollow tubes.

The business models from Audi roll off the assembly line with a sportily balanced steel-spring suspension as standard. A sports suspension that lowers the body by 20 millimeters (0.8 in), and the S line sports suspension, which lowers the body by 30 millimeters (1.2 in) are available as options. The latter and 19-inch wheels comprise the S line sport package.

The efficient electromechanical power steering has a 16.1:1 steering ratio. Its boost depends on the current speed. The steering works in conjunction with the optional Audi active lane assist and park assist systems. For models with engines producing at least 200 kW (272 hp), Audi offers the optional dynamic steering, which uses a superposition gear to vary its boost by roughly 100 percent, primarily as a function of speed. At the cornering limit, it countersteers with minuscule impulses. The result is improved handling and driving safety.

The Audi drive select dynamic handling system is standard in the new Audi A6 and A6 Avant. This system enables the driver to switch the operating mode of the engine, automatic transmission, steering and other systems between the modes comfort, auto, dynamic, efficiency and individual. A number of optional modules are available depending on the engine version, such as the sport differential, dynamic steering and the adaptive air suspension.

The air suspension with controlled damping provides for smooth rolling. In the front suspension struts, air springs enclose the shock absorbers; these components are separated in the rear suspension. A control unit adjusts the shock absorbers according to road conditions, the driver's style, and the mode chosen in Audi drive select.

At speeds of more than 120 km/h (*74.6 mph*), the adaptive air suspension will lower the car by ten millimeters (*0.4 in*). On uneven driving surfaces, it can raise it by 20 millimeters (*0.8 in*). The air suspension is also used to level ride height. The CDC continuous damping control complements the work of the air suspension perfectly. The control unit adjusts its function for each wheel individually in milliseconds. Electromagnetically actuated valves control the flow of hydraulic fluid through the shock-absorber piston.

The new Audi A6 and A6 Avant come standard with 17-inch wheels. Audi and quattro GmbH offer 18 different alloy wheels, including nine new variants. They range from 18-inch (standard on the 3.0 TDI clean diesel biturbo) and 19-inch models to wheels in the size 8.5 J x 20. All tires have been optimized for rolling resistance, with some available as run-flat versions. A repair kit and tire pressure loss indicator are standard; an ultra-compact spare wheel is optional.

Lightweight construction: new brakes for powerful engine variants

All front wheel brakes are internally vented, and at up to 356 millimeters (*14.0 in*) in diameter guarantee ample stopping power. Models with engine outputs of at least 160 kW (218 hp) are equipped up front with a newly developed brake system with fixed aluminum calipers and weighing three kilograms (*6.6 lb*) less than the previous component. The electric parking brake is integrated into the rear axle.

Electronic Stabilization Control (ESC) also boasts numerous enhancements. Activating sport mode will largely deactivate engine intervention and somewhat minimize braking intervention. In front-wheel drive models, torque vectoring – an ESC sub-function – improves handling during fast cornering by slightly braking the inside front wheel that is subjected to a reduced load.

Interior

The interior of the new Audi A6* and Audi A6 Avant* offers plenty of space thanks to the long wheelbase of 2,912 millimeters (9.6 ft). Wide and tall door openings provide comfortable access for all passengers. Stepless door stays keep the doors in position when opened; power-assisted closing is optional. Even tall passengers will find the rear compartment comfortable.

There is a choice of four types of front seats. 10-way, manually adjustable seats are standard. Options include a lumbar support, power adjustment and multi-stage ventilation and heating. The individual contour seats feature 18-way power adjustment with memory function. Their side bolsters and lumbar support can be adjusted pneumatically. With the optional massage function, the user can select from five different intensities in five different programs to have ten air chambers massage their back. The sport seats feature pronounced side bolsters, pull-out seat cushions and power lumbar supports. The S sport seats provide even greater stability and integrated head restraints.

The controls in the new A6 models from Audi are clear and easy to understand, and the instruments are easy to read. The driver information system between the speedometer and tachometer is available with a monochrome 5.0-inch display (MMI radio upward) and in a color version with a 7.0-inch diameter. It consolidates all important information and settings in one place, including the efficiency program with tips for an economical driving style.

The driver information system is operated via the standard leather multifunction steering wheel. A variety of steering wheel variants are also available, including some with shift paddles in models equipped with automatic transmissions (standard in the 3.0 TDI clean diesel biturbo). The second control level is the standard MMI control unit on the console of the center tunnel. The on-board MMI monitor (either 6.5 or 8.0 inches diagonally) automatically emerges from the instrument panel when the system is turned on.

One of the strengths of the new Audi A6 and Avant is the standard, highly efficient, deluxe automatic air conditioning. The optional four-zone version of this system includes individual controls for the rear-seat passengers. The optional head-up display is another highlight from Audi. It projects all important car, navigation, traffic sign and assistance system information in color onto the windshield, where this information appears in front of the driver roughly in line with the headlights.

The sportily elegant lines of the exterior carry over to the interior design. The large inlay, the wrap-around, runs in an arc below the windshield and terminates in the front doors. The low, seemingly weightless instrument panel rounds off the concept of the taut lines with an elegant sweep. The wide, asymmetric center console emphasizes the orientation toward the driver.

Uncompromising: fit and finish

The materials have been selected and crafted with the utmost care. Elements such as the air vent thumb wheels or the buttons of the MMI control unit shine with a fine, aluminum-look finish. The selector lever and quattro badge on the cover of the glove compartment have also been redesigned. The optional lighting package or the ambient lighting with its LEDs and light guides highlight the interior in the dark.

The designers have also reorganized the colors and materials used in the cabin as part of the model refresh. The standard seats can be ordered either with the standard cloth upholstery or with Milano leather. Valcona leather is an additional option for the individual contour seats, and an Alcantara/leather combination is available for the sport seats. The S sports seats are upholstered exclusively in particularly high-grade Valcona leather.

The spectrum of interior colors is also diverse. The palette has been completely revised and now contains four standard colors, plus specific S line, allroad and S model colors. The Audi design selections flint gray (A6) and salsa red (S6) set special accents and boast coordinated leather shades, contrasting stitching and decorative inlays. Several leather packages and items from the Audi exclusive range round out the palette.

Large inlays in the doors, on the instrument panel and the center console leave their mark on the design of the interiors in all models of the new A6 family. Satin finish, silver-gray and satin finish, silver-beige are standard here. Options include aluminum delta silver; black piano finish; walnut, dark brown; Beaufort walnut and aluminum/Beaufort, black.

The S line sport package provides for even more sportiness. Black is the dominant color in the interior. S line embossing and contrasting stitching adorn the backrests of the sport seats. The inlays are matt brushed aluminum, with piano finish, aluminium/Beaufort and other woods from the standard range available as options. Seat coverings in light lunar silver are available in addition to the black seats.

The new Audi A6 Sedan offers 530 liters (*18.7 cu ft*) of trunk space, with the A6 Avant offering 565 liters (*20.0 cu ft*) in the basic configuration. The split rear back seats fold down easily, thus increasing the volume to 1,680 liters (*59.3 cu ft*). A through-loading facility, bag hooks, a side fastening belt, a dirt-resistant tray beneath the load floor and the roof railing are standard, as are the rails at the edges of the load floor with movable lashing points.

Audi also offers a ski/snowboard bag, a load-securing kit and a reversible mat for the new A6 Avant. Both the Sedan and Avant are available with a power trunk/tailgate. In combination with the likewise optional convenience key, the driver can open the trunk/tailgate by making a kicking gesture with his or her foot. This package also includes the power luggage compartment cover, which runs along rails in the D-pillar trim. The new Audi A6 models can tow loads between 1.6 and 2.1 metric tons (braked, eight percent gradient), depending on the engine variant.

Infotainment and Audi connect

Audi also offers customers of the new A6 series* a wide range of infotainment choices. The MMI radio with eight speakers is standard. The first step up is the MMI radio plus, which includes the 180-watt Audi sound system, voice control, the Audi music interface, a Bluetooth interface and a monochrome display for the driver information system. The next level is MMI navigation, which supplements the MMI radio plus with a navigation function that gets its data from a memory card. Both of these expansion stages include the electrically retractable MMI monitor with a screen diagonal of 6.5 inches.

The top-of-the-line MMI navigation plus with MMI touch draws on the computing power of the Audi modular infotainment platform (MIB). It comprises the Radio Car Control Unit for the triple tuner and sound system with the MMX board (Multi-Media eXtension). The board integrates – along with the working and flash memory – a super-fast processor from Audi's partner Nvidia. This processor is responsible for all online, media, voice control, navigation and telephone features.

The second-generation MIB used in the new A6 family is equipped with the cutting-edge Tegra 30 processor from Nvidia. This quad-core chip boasts a clock speed of over one GHz and performs some eight billion computations per second. It works together with a specialized 3D graphics program that generates sophisticated animations and images. A DVD drive, two card readers, a Bluetooth interface, the Audi music interface, 64 GB of flash storage (ten GB of which for music) and the high-resolution, eight-inch monitor round out the list of features for the MMI navigation plus.

Even easier to use: the new MMI touch

The MMI touch is another system highlight. The driver writes letters and numbers on the screen with his or her finger to enter a destination or telephone number. The system provides acoustic feedback after each character so that the driver's eyes can stay on the road. The user needs to enter just a few letters before a destination is suggested, similar to performing a Google search.

In parallel with this, the MMI navigation plus also offers the classic control level via the MMI terminal and the multifunction steering wheel. Furthermore, the system also features voice control that allows a town and street to be entered as a spoken command. In addition to the map on the MMI monitor, a second color map is displayed in the driver's field of vision on the seven-inch display of the color DIS between the tachometer and the speedometer.

MMI navigation plus works closely together with the driver assistance and safety systems in the new A6 series. It transmits all relevant data about the route chosen to the computers that control the automatic transmission, ACC stop & go and the headlights. The ACC stop & go additionally offers a new function intended particularly for driving down winding interurban roads. The system adjusts the speed based on the navigation data, and can reduce it by as much as 15 km/h (9.3 mph) to provide for a more comfortable drive. This is independent of the driving program chosen. The navigation data can be updated at no charge five times during the first three years following the purchase of the car.

Audi connect, a data transmission module that establishes a connection to the Internet, is the ideal supplement to the MMI navigation plus. It uses the fast standard LTE whenever possible. Audi was the first manufacturer to incorporate this technology into the car. Passengers can surf and email using the module's WiFi hotspot – on as many as eight mobile devices.

New with Audi connect: Online Media Streaming

Audi connect also provides tailored Internet services for the driver: from navigation with Google Earth and Google Street View to Facebook and Twitter. It can also read, create and send text messages and emails. Among the latest Audi connect services are Online Media Streaming – which grants access to millions of music tracks in the car – and a Bluetooth interface to a linked smartphone's voice assistant, such as Siri for the iPhone. Audi offers a corresponding app for these services. The user simply has to register its use with the streaming provider.

Supplementary components round out the multimedia portfolio in the new A6 series. Particularly interesting are the CD/DVD changer and the tuners for digital radio (DAB) and digital television. The latter bring programs in the DVB-T and DVB-T2 standards into the car. The Audi phone box – another option – utilizes near-field coupling to link smartphones to the vehicle's antenna and enables charging via a USB port.

The Bose surround sound system integrates a 12-channel amplifier with an output of more than 600 watts and boasts 14 loudspeakers, including a subwoofer and a center speaker. Discerning hi-fi aficionados in particular will appreciate the Bang & Olufsen Advanced Sound System, delivering more than 1,200 watts. Its 15 speakers feature encapsulated housings and covers made of polished aluminum. Each individual speaker is driven via a separate amplifier channel. Particularly eye-catching are the acoustic lenses, which emerge from the instrument panel when the system is powered on. The center speaker and subwoofer guarantee rich surround sound.

Driver assistance systems

A broad portfolio of driver assistance and safety systems is available for the new A6 family. The driver information system in the optional MMI radio plus includes the rest recommendation function. It uses various sensors to analyze driving behavior and warns the driver if there is any indication that he or she is starting to lose concentration.

Another new standard feature is the secondary collision brake assist. If a crash triggers the safety system, it is activated to aid the driver. It can initiate automatic braking to reduce the risks of skidding and additional collisions during the accident.

Playing the main role among the optional assistance systems is the adaptive cruise control with stop & go function. It accelerates and brakes to maintain a safe distance to the vehicle ahead. The driver can specify the distance and the control dynamics in four stages. The system covers the entire range of speeds from stationary to 250 km/h (155.3 mph) and analyzes the data from two radar sensors, a video camera, the ultrasonic sensors and additional systems. It also accesses the route data of the navigation system.

The Audi pre sense safety system is available in a variety of versions. In the standard version, Audi pre sense basic, it intervenes upon detecting an unstable driving situation via the sensors of the ESC stabilization control system. In such cases, it ensures the front seatbelts are electrically tensioned and the sunroof and the side windows are closed, leaving just a gap.

The ACC stop & go also includes the expanded version, Audi pre sense front. It helps to prevent collisions with the vehicle ahead and to mitigate their consequences. In a dangerous situation, the system uses a graduated warning concept to urge the driver to brake. If the driver remains passive, partial braking is performed autonomously provided that the vehicle ahead is moving.

In the full version – Audi pre sense plus as part of the assistance package – the system initiates full braking shortly before a crash. At speeds below 30 km/h (18.6 mph), automatic emergency braking with full power is performed even behind a stationary vehicle. Below 20 km/h (12.4 mph), this full braking in many cases prevents the accident altogether and greatly reduces the impact speed in any case.

The Audi side assist lane change assistant uses two radar sensors that monitor the space up to around 70 meters (229.7 ft) behind the car during lane changes at speeds over 30 km/h (18.6 mph). If a vehicle is in the blind spot or approaches rapidly, a warning LED in the housing of the respective exterior mirror lights up. If the driver still activates the turn signal, the LED flashes several times at high frequency. Audi side assist is coupled with the Audi pre sense rear system, which also initiates preventive protective measures.

Starting at 65 km/h (40.4 mph), Audi active lane assist detects lane markings on the road with a video camera. If the new Audi A6 approaches a lane marking without indicating, the system assists the driver in steering back into the lane by making a slight intervention in the electromechanical steering system.

The driver can choose in the MMI to have the steering wheel vibrate as well. If the driver selects an early intervention point, Audi active lane assist helps to keep the car in the center of the lane. In the new A6, the system works closely together with Audi side assist. The warning about a critical lane change may then be accompanied by a supportive intervention in the steering system.

Even greater safety: the night vision assistant

The night vision assistant uses a far infrared camera located at the front of the vehicle. It reacts to the heat radiated by objects. Converted into black-and-white images, its information can be seen on the large driver information system display. The cooler surroundings appear dark, while animals and people appear strikingly bright. The system, which has a visual range of up to 300 meters (984.3 ft), can detect people and larger wild animals at up to around 100 meters (328.1 ft) away and highlights them with yellow markings.

If the computer detects a hazardous situation, the brake system can be preemptively prefilled. A warning signal sounds and a red warning appears on the driver information system's screen and in the optional head-up display. If the new Audi A6 is equipped with the high-beam assistant or Matrix LED headlights, the person can be targeted and illuminated with three short bursts of light (outside urban areas).

The camera-based speed limit display can detect speed limit signs, their supplemental signs and the signs lifting the speed limits and display them as graphics. It uses the signals from the video camera and also compares them against the database of the optional MMI navigation plus.

Several systems are available to make parking easier; the top of the line is the park assist system with display of surroundings. It uses twelve ultrasonic sensors to create an image of the surroundings of the new A6, and steers the car into parallel and perpendicular parking spots at the push of a button. The driver only has to accelerate and brake. The system also takes over the steering when pulling out of parallel spots. A surroundings display warns of obstacles to the sides that had been recognized while driving past them. The system can be combined with a reversing camera or 360 degree cameras. The four small, wide-angle lenses mounted on the car capture images of the immediate surroundings. The driver can have the MMI monitor display the images from these cameras in a variety of views.

Equipment

The new Audi A6* and A6 Avant* will launch on the German market in fall 2014. The Sedan with the 1.8 TFSI and manual transmission costs €38,400; the Avant with identical technology costs €40,900.

The list of standard features is generous. It includes deluxe automatic air conditioning, start-stop button for the engine, leather multifunction steering wheel, cruise control, MMI radio with eight speakers, light/rain sensor, electromechanical parking brake, hold assist, center arm rest, the safety system Audi pre sense basic, secondary collision brake assist and acoustically insulating glazing in the front of the car.

Nearly all engine variants come with 17-inch alloy wheels. A function monitors the air pressure in the tires, while the adaptive brake light warns of emergency braking. Xenon plus headlights are standard, and LED turn signals are mounted on the housings of the exterior mirrors. The adaptive restraint system comprises two airbags each in front, in the backrests of the front seats and in the roof frame. Audi's integral head restraint system provides protection in the event of a rear-end collision.

The range of options is also very diverse. Here are just the most attractive features: four-zone automatic air conditioning, programmable auxiliary heating, convenience key, power luggage compartment lid, storage package, lighting package, ambient lighting, panoramic glass sunroof for the A6 Avant, sunblinds and dark privacy glazing. The versatile range of seating options tops out at the multiple-setting front individual contour seats with optional ventilation and massage function.

Depending on the engine variant, Audi offers particularly sporty customers shift paddles on the steering wheel (standard with the 3.0 TDI clean diesel biturbo), the sport differential, dynamic steering, two sports suspensions and wheels measuring 18, 19, or 20 inches. The high-beam assistant can be coupled with the xenon plus and LED headlights. The Matrix LED headlights are a high-end technology that sets new standards. The new Audi A6 and A6 Avant also lead their class with their driver assistance systems, infotainment, and the Internet services under the keyword Audi connect.

The new Audi A6 allroad quattro

Where the asphalt ends, the new Audi A6 allroad quattro* keeps going. Its body is as much as 31.5 millimeters (*1.2 in*) higher than that of the A6 Avant, on which technology it is based. Stainless steel coverings protect the underbody at the front and rear of the car, and there are aluminum applications on the vertical slats in the Singleframe grille. Some add-on parts are finished in a contrasting color. Audi also offers a full paint finish as an option. Modifications quite similar to those in the A6 Avant can be found at the front end, the headlights, the side sills, the rear, the lights and in the interior. The shade Java brown is available as a special finish color, and santos brown leather in the cabin is exclusive.

The new Audi A6 allroad quattro is available with a choice of four powerful and cultivated V6 engines. All are three-liter engines with forced induction and direct injection. The thoroughly updated 3.0 TFSI delivers 245 kW (333 hp) and 440 Nm (*324.5 lb-ft*) of torque. It brings the new A6 allroad quattro from 0 to 100 km/h (*62.1 mph*) in 5.8 seconds, while consuming on average just 8.0 liters of fuel per 100 kilometers (*29.4 US mpg*), a CO₂ equivalent of 185 grams per kilometer (*297.7 g/mi*).

The 3.0 TDI clean diesel is available in three variants: as a new monoturbo in two power-output classes and as a biturbo. The version with 160 kW (218 hp) and 500 Nm (*368.8 lb-ft*) consumes on average just 5.6 liters of fuel per 100 kilometers (*42.0 US mpg*), a CO₂ equivalent of 149 grams per kilometer (*239.8 g/mi*). The sprint from 0 to 100 km/h (*62.1 mph*) takes just 7.3 seconds, and top speed is 227 km/h (*141.1 mph*).

The key data for the 3.0 TDI clean diesel with 200 kW (272 hp) and 580 Nm (*427.8 lb-ft*) are 5.6 liters per 100 kilometers (*42.0 US mpg*), 149 grams CO₂ per kilometer (*239.8 g/mi*), 6.2 seconds from 0 to 100 km/h (*62.1 mph*) and a top speed of 250 km/h (*155.3 mph*). The 3.0 TDI clean diesel with twin turbocharging accelerates the new A6 allroad quattro from 0 to 100 km/h in 5.5 seconds on its way to an electronically governed top speed of 250 km/h (*155.3 mph*). Its average fuel consumption is 6.5 liters of fuel per 100 kilometers (*36.2 US mpg*), which corresponds to 172 grams of CO₂/km (*276.8 g/mi*). The most powerful TDI produces 235 kW (320 hp) and 650 Nm (*479.4 lb-ft*) of torque.

All-wheel drive is standard with the Audi A6 allroad quattro. The top-of-the-line TDI is paired with an eight-speed tiptronic; other engines with a seven-speed S tronic. The adaptive air suspension is also standard. At speeds starting at 120 km/h (74.6 mph), it lowers the body by 15 millimeters (0.6 in), and raises it by 35 millimeters (1.4 in) at the push of a button. At low speeds, the lift mode brings an additional ten millimeters (0.4 in) of ride height. A tilt angle display and hill-descent control round out the list of standard equipment. The base price for the Audi A6 allroad quattro 3.0 TDI with 160 kW (218 hp) is €56,650.

The new Audi S6 and S6 Avant

The new Audi S6* and S6 Avant*, which have also been thoroughly revised, are sports cars for everyday driving and recreation. Their design with the characteristic S details already suggests their dynamic nature. The 4.0 TFSI produces 331 kW (450 hp) and makes a constant 550 Nm (405.7 lb-ft) of torque available across a broad range from 1,400 to 5,700 rpm.

The new Audi S6 accelerates from 0 to 100 km/h (62.1 mph) in 4.4 seconds; the S6 Avant requires 4.6 seconds. Top speed is electronically governed at 250 km/h (155.3 mph). Despite the enhanced performance, fine-tuning of the engine application in combination with optimized use of cylinder on demand (COD) has reduced the average consumption of the S models to 9.2 (Avant: 9.4) liters of fuel per 100 kilometers (25.6 and 25.0 US mpg, respectively). These figures correspond to CO₂ equivalents of 214 and 219 grams per kilometer (344.4 and 352.4 g/mi).

The cylinder on demand system, which only activates four cylinders when under part load, is an efficiency highlight. During these phases, Active Noise Cancellation (ANC) suppresses intrusive noise by broadcasting a precise antiphase sound to the cabin through the sound system's speakers. Active engine bearings attenuate low-frequency vibrations. The cylinder heads of the V8 biturbo have the intake side on the outside and the exhaust side on the inside. This innovation enables short gas-travel paths with minimal flow losses and subsequently spontaneous response.

The power of the 4.0 TFSI is transferred via a seven-speed S tronic to the quattro permanent all-wheel drive system, which uses a center differential with a high locking rate. The wheels measure 19 inches; the calipers of the front brake discs are painted matt black and bear S6 logos. The standard adaptive air suspension sport lowers the body by ten millimeters (*0.4 in*).

Both S models are very comfortably equipped. Among the options are carbon fiber-ceramic brake discs; the sport differential and dynamic steering are tuned for exceptional agility. The sport exhaust system with black anodized tailpipes emit a deep, V8 sound. Two paint finishes – Daytona gray and Sepang blue – and the Audi design selection salsa red are reserved exclusively for the S models. The steering wheel, the gear knob and the seats bear S logos. Base prices: €75,400 for the S6 Sedan, €77,900 for the S6 Avant.

The new Audi RS 6 Avant

The new Audi RS 6 Avant* impresses with immense power. Its 4.0 TFSI has an output of 412 kW (560 hp) and makes 700 Nm (*516.3 lb-ft*) of torque available between 1,750 and 5,500 rpm. The top model in the A6 family sprints like a supercar from 0 to 100 km/h (*62.1 mph*) in 3.9 seconds and with the optional dynamic package reaches a top speed of 305 km/h (*189.5 mph*). In the combined cycle, however, the V8 biturbo consumes just 9.6 liters of fuel per 100 kilometers (*24.5 US mpg*), corresponding to 223 grams CO₂ per kilometer (*358.9 g/mi*).

The COD (cylinder on demand) cylinder management system and the active engine bearings are also on board the refreshed RS 6 Avant. The two twin-scroll turbochargers are positioned inside the 90-degree V. This solution ensures that considerable torque is generated quickly. A sportily tuned, eight-speed tiptronic transfers the engine torque to the quattro permanent all-wheel drive, which uses a center differential with a high locking rate. The sport differential for the rear axle is optionally available either as a single item or as part of the dynamic package.

The high-performance Avant comes standard with the RS adaptive air suspension, which lowers the body by 20 millimeters (0.8 in). Audi offers the taut RS sports suspension plus with Dynamic Ride Control (DRC) and dynamic steering as an alternative. The new Audi RS 6 Avant rolls on 20-inch forged wheels. Six-piston calipers grip 390-millimeter (15.4 in) front discs featuring a weight-optimized wave design. Audi offers carbon fiber-ceramic brake discs as an option.

With its many characteristic accents, the design of the new Audi RS 6 Avant is unmistakable. The optional Matrix LED headlights are partly darkened and their bezel is painted white. Three styling packages – gloss black, carbon and matt aluminum – with an air inlet duct and quattro badge provide for an even more individual look, if desired. The optional RS sport exhaust system provides for a more distinctive sound. The appointments of the all-black interior of the top model are sophisticated, comfortable and sporty. Super sport seats covered in Valcona leather with honeycomb pattern are optionally available. RS badges adorn the seats, steering wheel and gear lever knob. Audi offers a number of exclusive paint finishes for the RS 6 Avant: Daytona gray, matt effect, Nardo gray and the crystal-effect finishes prisma silver and panther black. The Audi RS 6 Avant costs €109,200 in Germany.

Fuel consumption of the models named above:

Audi A6 1.8 TFSI (140 kW):

Combined fuel consumption in l/100 km (US mpg): 6.1 – 5.9 (38.6 – 39.9)**;

Combined CO₂-emissions in g/km (g/mi): 143 – 138 (230.1 – 222.1)**

Audi A6 1.8 TFSI ultra S tronic (140 kW):

Combined fuel consumption in l/100 km (US mpg): 5.9 – 5.7 (39.9 – 41.3)**;

Combined CO₂-emissions in g/km (g/mi): 138 – 133 (222.1 – 214.0)**

Audi A6 2.0 TFSI S tronic (185 kW):

Combined fuel consumption in l/100 km (US mpg): 6.1 – 5.9 (38.6 – 39.9)**;

Combined CO₂-emissions in g/km (g/mi): 142 – 137 (228.5 – 220.5)**

Audi A6 3.0 TFSI quattro S tronic (245 kW):

Combined fuel consumption in l/100 km (US mpg): 7.6 – 7.4 (31.0 – 31.8)**;

Combined CO₂-emissions in g/km (g/mi): 177 – 172 (284.9 – 276.8)**

Audi A6 2.0 TDI ultra (110 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.5 – 4.3 (53.3 – 54.7)**;

Combined CO₂-emissions in g/km (*g/mi*): 119 – 112 (191.5 – 180.3)**

Audi A6 2.0 TDI ultra S tronic (110 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.4 – 4.2 (53.5 – 56.0)**;

Combined CO₂-emissions in g/km (*g/mi*): 116 – 109 (186.7 – 175.4)**

Audi A6 2.0 TDI ultra (140 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.5 – 4.3 (53.3 – 54.7)**;

Combined CO₂-emissions in g/km (*g/mi*): 119 – 113 (191.5 – 181.9)**

Audi A6 2.0 TDI ultra S tronic (140 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.4 – 4.2 (53.5 – 56.0)**;

Combined CO₂-emissions in g/km (*g/mi*): 116 – 109 (186.7 – 175.4)**

Audi A6 3.0 TDI clean diesel S tronic (160 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.9 – 4.7 (48.0 – 50.1)**;

Combined CO₂-emissions in g/km (*g/mi*): 127 – 122 (204.4 – 196.3)**

Audi A6 3.0 TDI clean diesel quattro S tronic (160 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5.2 – 5.1 (45.2 – 46.1)**;

Combined CO₂-emissions in g/km (*g/mi*): 138 – 133 (222.1 – 214.0)**

Audi A6 3.0 TDI clean diesel quattro S tronic (200 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5,2 – 5,1 (45.2 – 46.1)**;

Combined CO₂-emissions in g/km (*g/mi*): 138 – 133 (222.1 – 214.0)**

Audi A6 3.0 TDI clean diesel quattro tiptronic (235 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.2 – 6.0 (37.9 – 39.2)**;

Combined CO₂-emissions in g/km (*g/mi*): 164 – 159 (263.9 – 255.9)**

Audi A6 3.0 TDI competition clean diesel quattro tiptronic (240 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.2 – 6.0 (37.9 – 39.2)**;

Combined CO₂-emissions in g/km (*g/mi*): 164 – 159 (263.9 – 255.9)**

Audi S6 4.0 TFSI quattro cylinder on demand S tronic (331 kW):

Combined fuel consumption in l/100 km (*US mpg*): 9.4 – 9.2 (25.0 – 25.6)**;

Combined CO₂-emissions in g/km (*g/mi*): 218 – 214 (350.8 – 344.4)**

Audi A6 Avant 1.8 TFSI (140 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.4 – 6.2 (36.8 – 37.9)**;

Combined CO₂-emissions in g/km (*g/mi*): 149 – 144 (239.8 – 231.8)**

Audi A6 Avant 1.8 TFSI ultra S tronic (140 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.0 – 5.9 (39.2 – 39.9)**;

Combined CO₂-emissions in g/km (*g/mi*): 142 – 137 (228.5 – 220.5)**

Audi A6 Avant 2.0 TFSI S tronic (185 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.2 – 6.0 (37.9 – 39.2)**;

Combined CO₂-emissions in g/km (*g/mi*): 146 – 140 (235.0 – 225.3)**

Audi A6 Avant 3.0 TFSI quattro S tronic (245 kW):

Combined fuel consumption in l/100 km (*US mpg*): 7.8 – 7.6 (30.2 – 31.0)**;

Combined CO₂-emissions in g/km (*g/mi*): 182 – 177 (292.9 – 284.9)**

Audi A6 Avant 2.0 TDI ultra (110 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.7 – 4.5 (50.1 – 52.3)**;

Combined CO₂-emissions in g/km (*g/mi*): 124 – 117 (199.6 – 188.3)**

Audi A6 Avant 2.0 TDI ultra S tronic (110 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.6 – 4.4 (51.1 – 53.5)**;

Combined CO₂-emissions in g/km (*g/mi*): 121 – 114 (194.7 – 183.5)**

Audi A6 Avant 2.0 TDI ultra (140 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.7 – 4.5 (50.1 – 52.3)**;

Combined CO₂-emissions in g/km (*g/mi*): 124 – 118 (199.6 – 189.9)**

Audi A6 Avant 2.0 TDI ultra S tronic (140 kW):

Combined fuel consumption in l/100 km (*US mpg*): 4.6 – 4.4 (51.1 – 53.5)**;

Combined CO₂-emissions in g/km (*g/mi*): 121 – 114 (194.7 – 183.5)**

Audi A6 Avant 3.0 TDI clean diesel S tronic (160 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5.0 – 4.8 (47.0 – 49.0)**;

Combined CO₂-emissions in g/km (*g/mi*): 130 – 125 (209.2 – 201.2)**

Audi A6 Avant 3.0 TDI clean diesel quattro S tronic (160 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5.4 – 5.3 (43.6 – 44.4)**;

Combined CO₂-emissions in g/km (*g/mi*): 144 – 138 (231.8 – 222.1)**

Audi A6 Avant 3.0 TDI clean diesel quattro S tronic (200 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5.4 – 5.3 (43.6 – 44.4)**;

Combined CO₂-emissions in g/km (*g/mi*): 144 – 138 (231.8 – 222.1)**

Audi A6 Avant 3.0 TDI clean diesel quattro tiptronic (235 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.4 – 6.2 (36.8 – 37.9)**;

Combined CO₂-emissions in g/km (*g/mi*): 169 – 164 (272.0 – 263.9)**

Audi A6 Avant 3.0 TDI competition clean diesel quattro tiptronic (240 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.4 – 6.3 (36.8 – 37.3)**;

Combined CO₂-emissions in g/km (*g/mi*): 169 – 166 (272.0 – 267.2)**

Audi S6 Avant 4.0 TFSI quattro cylinder on demand S tronic (331 kW):

Combined fuel consumption in l/100 km (*US mpg*): 9.6 – 9.4 (24.5 – 25.0)**;

Combined CO₂-emissions in g/km (*g/mi*): 224 – 219 (360.5 – 352.5)**

Audi RS 6 Avant 4.0 TFSI quattro S tronic (412 kW):

Combined fuel consumption in l/100 km (*US mpg*): 9.6 (24.5);

Combined CO₂-emissions in g/km (*g/mi*): 223 (358.9)

Audi A6 allroad quattro 3.0 TFSI quattro S tronic (245 kW):

Combined fuel consumption in l/100 km (*US mpg*): 8.0 (29.4);

Combined CO₂-emissions in g/km (*g/mi*): 185 (297.7)

Audi A6 allroad quattro 3.0 TDI clean diesel quattro S tronic (160 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5.6 (42.0);

Combined CO₂-emissions in g/km (*g/mi*): 149 (239.8)

Audi A6 allroad quattro 3.0 TDI clean diesel quattro S tronic (200 kW):

Combined fuel consumption in l/100 km (*US mpg*): 5,6 (42.0);

Combined CO₂-emissions in g/km (*g/mi*): 149 (239.8)

Audi A6 allroad quattro 3.0 TDI clean diesel quattro tiptronic (235 kW):

Combined fuel consumption in l/100 km (*US mpg*): 6.5 (36.2);

Combined CO₂-emissions in g/km (*g/mi*): 172 (379.2)

**A vehicle's fuel consumption and CO₂ emissions vary due to the choice of wheels and/or tires and not only depend on the vehicle using the fuel efficiently but are also influenced by the handling and other non-technical factors.