

## Broadly talented: the new Audi A6 allroad

- **Rugged and powerful presence: a distinctive wide body combined with allroad-specific design elements**
- **Confident on any terrain: increased ground clearance, standard adaptive air suspension with off-road modes, and optimized all-wheel steering**
- **Electrified drives and quattro: A6 allroad as plug-in hybrid for the first time and V6 TDI with MHEV plus technology for efficient performance**

Ingolstadt, June 16, 2026 – The new Audi A6 allroad makes a statement. Now in its fifth generation, the all-rounder is more striking than ever: its body, which is 11 centimeters wider, alloy wheels up to 21 inches in diameter, and allroad-specific design elements give it an imposing presence. Equipped with adaptive air suspension, all-wheel steering, and quattro all-wheel drive, the new A6 allroad conquers any terrain. Whether with the three-liter V6 TDI\* or, for the first time, as a plug-in hybrid, both powertrains are electrified for high efficiency and strong performance.

“The A6 allroad is an icon in the Audi lineup and has always embodied a clear philosophy: an Audi that is exceptionally comfortable for everyday use and displays its off-road capabilities when the terrain becomes more challenging. This is made possible by its specific adaptive air suspension with variable ground clearance and quattro all-wheel drive. Combined with electrified drives, the A6 allroad is the ideal companion for anyone who doesn’t want to plan their freedom, but simply wants to hit the road,” says Rouven Mohr, Chief Technical Officer AUDI AG.

The Audi A6 allroad has been built with a wide body for the first time, making it more powerful and striking than ever before. With its **body 11 centimeters wider** than the A6 Avant\*, **large alloy wheels**, and **signature allroad design elements**, the vehicle has a distinctive look. While the top of the body is sporty and elegant, the lower part of the A6 allroad reveals its rugged and practical personality.

Whether on the highway or a gravel road, the 34-millimeter **increase in ground clearance** compared with the A6 Avant\*, paired with the **allroad-specific adaptive air suspension**, **optimized all-wheel steering**, and **wider tires**, ensures confident handling on any terrain.

*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.*

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

With a 55-millimeter adjustment range, the standard adaptive air suspension offers a wide spectrum of off-road capabilities as well as a dynamic and comfortable driving experience on the road. This is supported by the **more stiffly mounted progressive steering**, which responds more directly and provides more feedback.

**All-wheel steering** makes this even more noticeable. It **improves maneuverability and agility** at low speeds by turning the rear wheels up to five degrees in the opposite direction to the front wheels. At moderate and higher speeds, the rear wheels turn up to two degrees in the same direction as the front wheels, increasing stability and steering precision.

The A6 allroad makes a strong impression not only on the outside and during the day, but also inside and at night. It boasts a **premium interior with a high level of comfort**, a **digital user experience**, and **plenty of room for individualization**. This applies to the lighting as well as the equipment. The centerpiece is the **Audi MMI panoramic display**, featuring the 11.9-inch Audi virtual cockpit and a 14.5-inch touch display, which can be supplemented by an optional 10.9-inch passenger display. The **digital Matrix LED headlights** can also be customized via the central display: There are eight digital daytime running light signatures, and the taillight display changes in sync with them. While the headlights project the lane and orientation light and a slippery road warning onto the road surface thanks to their micro-LED module, the **digital OLED rear lights 2.0** increase road safety by communicating with the surroundings. In addition to excellent sound insulation, numerous comfort features enhance the in-car experience, including **individual contoured seats** with ventilation and massage functions, **four-zone automatic air conditioning**, and an air quality package. The dimmable **panoramic glass roof** also provides a choice between a light-filled cabin and effective shading.

While the driver and passengers travel comfortably, there is space for luggage and sports equipment in, on, or atop the A6 allroad. **Adjustable rear seats**, the **increased trailer load** of the V6 TDI\* compared with the A6 Avant\*, and the roof rails with the optional **roof basket** make the A6 allroad an ideal companion for travel and outdoor activities.

**All engines** for the A6 allroad are **electrified** and feature **quattro all-wheel drive** as standard to combine performance and efficiency. In the **A6 allroad e-hybrid** (Fuel consumption (weighted, combined): 2.9-2.6 l/100 km (81.1-90.5 US mpg); power consumption (weighted, combined): 16.2-15.7 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 67-59 g/km (107.8-95.0 g/mi); CO<sub>2</sub> class (weighted, combined): B; Fuel consumption on discharged battery (combined): 7.7-7.2 l/100 km (30.5-32.7 US mpg); CO<sub>2</sub> class on discharged battery: F) – the plug-in-hybrid available for the first time – a two-liter four-cylinder gasoline engine producing 185 kW and an electric motor with up to 105 kW deliver a total **system output of 270 kW (367 PS)** and **total torque of 500 Nm**.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

The high-voltage battery (25.9 kWh gross; 20.7 kWh net) enables **up to 95 kilometers** (combined, according to WLTP) of **all-electric driving**. The battery is charged by **alternating current (AC) at up to 11 kW**; a full charge takes about two and a half hours. Regenerative braking can be adjusted in multiple increments, and the hybrid management system offers an EV mode and a hybrid mode. A target battery charge level can be selected via the MMI.

In the **three-liter V6 diesel engine with 220 kW (299 PS) and 580 Nm of torque** (Combined fuel consumption in l/100 km: 6.4–5.8 (36.8–40.6 US mpg); Combined CO<sub>2</sub> emissions in g/km: 167–153 (268.8–246.2 g/mi); CO<sub>2</sub> class: E-F), Audi combines **three electrified components**: the MHEV plus technology with **belt alternator starter** and **powertrain generator**, which delivers up to 18 kW (24 PS) of additional power, as well as an **electric-powered compressor** for direct and fast response. As a result, the V6 TDI\* delivers **powerful performance in every driving situation** – whether pulling away, accelerating out of town, overtaking, or driving on the highway.

The new Audi A6 allroad will be **available to order from June 18, 2026**, and will be available at Audi dealerships this fall at a base price of 77,250 euros.

*You can find detailed information about the Audi A6 allroad below.*

## Rugged design meets elegance: the exterior

**It is clear at first glance how skillfully the new Audi A6 allroad combines elegance with off-road capabilities. The model boasts a consistently sporty yet rugged exterior and a striking wide-body design.**

At 5,016 millimeters long, 1,986 millimeters wide (2,099 millimeters including the door mirrors), and 1,479 to 1,508 millimeters tall, the A6 allroad is impressively proportioned. For the first time in the model's 27-year history, the body has been significantly widened – by 111 millimeters compared with the A6 Avant\* and by 84 millimeters compared with the predecessor model. Accordingly, the track is also significantly wider: 74 millimeters wider than the A6 Avant\* and 55 millimeters wider than the previous version. The track width on the rear axle has increased by 70 millimeters. This makes the A6 allroad more striking than ever and gives the model an incredibly powerful presence.

The sporty and elegant upper section draws inspiration from the clean lines of its model series. The lower section emphasizes the rugged and practical personality of the off-road Avant – as do specific design elements at the front, rear, and sides. Functional air vents behind the front wheels accentuate the car's width even further.

Vertical, hexagon-shaped design elements enhance the off-road look. They also accentuate the higher ground clearance of the A6 allroad – 34 millimeters more than the A6 Avant\* – and the 16-millimeter increase in ride height compared with its predecessor. The larger wheel diameter also contributes to this: the A6 allroad comes standard with 19-inch wheels. Diameters up to 21 inches are optionally available – always complemented by striking wheel arch trims. Both the grille of the Singleframe and those of the large side air intakes adopt the allroad-specific hexagon design, as does the insert above the distinctive diffuser. The underbody protection at the front and the rear as well as the side skirts also feature the signature allroad design.

The underbody protection and the allroad-specific panels are finished in black as standard – partly in high-gloss, partly in matte. Alternatively, an exterior package with contrasting trim is available as an option. Here, the inserts in the radiator grille feature matte silver chrome accents, as does the underbody protection. The roof rails and window trims are finished in aluminum, and the tailpipe trims are chrome-plated.

The paint options include eight colors. In addition to Plateau gray there is an alternative choice of Florett silver, Madeira brown, Midnight green, Firmament blue, Mythos black, and Glacier white – all in metallic finish. The base color is Arkona white.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

## Comfort meets adventure: the chassis

**The increased ground clearance compared with the A6 Avant\*, paired with the allroad-specific adaptive air suspension, improved all-wheel steering, and wider tires, ensures confident handling on any terrain.**

### Adaptive air suspension

To guarantee the best possible handling on any surface, the A6 allroad comes standard with an adaptive air suspension developed specifically for this model. It offers 55 millimeters of adjustment range, which is 25 millimeters more than in the A6 Avant\*. The result is a wide spectrum of off-road capabilities as well as a dynamic and comfortable driving experience on the road.

At its normal height – in the Audi drive select modes “balanced”, “comfort”, and “efficiency” – the A6 allroad sits 34 millimeters higher than the A6 Avant\* with adaptive air suspension. Its larger wheel diameter also contributes to this. The allroad-specific “offroad” and “offroad+” modes increase ground clearance by a further 15 millimeters, providing greater maneuverability on rough terrain. In “offroad” mode, the shock absorber settings are adjusted to accommodate the higher ride height, ensuring optimized handling in off-road conditions. “Offroad+” mode affects additional parameters: the traction control system allows for more slip to provide better traction on surfaces such as gravel, sand, or snow. As needed, the electronic differential lock also intervenes more intensely in this mode. Targeted braking intervention largely prevents individual wheels from spinning, and torque is directed to the wheels with better traction. In addition, the shift points of the dual-clutch transmission are slightly higher in “offroad+” mode. Off road, the S tronic holds gears longer and shifts only at higher engine speeds. This ensures a more consistent supply of power overall, allowing the A6 allroad to navigate off-road terrain with ease even at low speeds. When traveling faster than 85 km/h in off-road modes, the suspension returns to its normal height to promote efficient driving. The lift function provides even greater cross-country mobility than the off-road modes. It raises the body of the A6 allroad by an additional 20 millimeters and is available at speeds of up to 35 km/h – ideal for rugged terrain.

As usual, “individual” and “dynamic” driving modes are available in addition to the “comfort”, “balanced”, and “efficiency” modes. In “comfort” mode, the suspension gently absorbs bumps, ensuring a smooth ride and enhancing comfort on long trips. When the profile “dynamic” is selected, the A6 allroad lowers by 20 millimeters for greater precision and stability. Driving at speeds of 120 km/h or higher in the normal level, the suspension automatically lowers in order to reduce drag at high speeds and thus increase efficiency.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

When the Audi drive select assistant is activated, the A6 allroad automatically selects the appropriate driving mode. Depending on road conditions and the current driving situation, the system selects “balanced”, “comfort”, or “dynamic” mode. A learning function ensures that driver preferences are applied in future situations.

A standard allroad-specific indicator in the MMI touch display and in the optional head-up display provides information on the current pitch and roll angles, steering angle, and ride height. Geographic coordinates and compass heading are also displayed, so you always know where you are – even off-road.

### **Progressive steering and all-wheel steering**

The A6 allroad comes standard with progressive steering, which now responds even more directly. Compared with its predecessor, the entire path from the steering wheel to the wheels is designed to be stiffer. This includes the torsion bar, the rigidly bolted steering rack, and the stiffer control arm bushings. Camber on the front axle has also been slightly increased. All in all, these measures noticeably improve steering response and provide more direct feedback from the road. Combined with the high-performance drivetrain, this makes for precise and nimble handling.

This becomes even more clearly with the all-wheel steering, which is standard in the plug-in hybrid and available as an option for the A6 allroad TDI\*. It improves maneuverability and agility by turning the rear wheels up to five degrees in the opposite direction to the front wheels at speeds of up to around 60 km/h. The slower the speed, the greater the angle at which the rear wheels assist the steering maneuver, reducing the turning circle by up to one meter. This is particularly useful in city traffic and when maneuvering. On switchback roads or rough terrain, the A6 allroad, with its 2.93-meter wheelbase, handles even more agile and always delivers precise steering feedback in the center position. At moderate and higher speeds, the rear wheels turn up to two degrees in the same direction as the front wheels, increasing stability and steering precision.

### **Wheels and tires**

For the new A6 allroad, Audi offers alloy wheels in three sizes and five different designs that emphasize its sporty, rugged appearance. The off-road Avant comes standard with 19-inch wheels and 265/45 tires. Optional 20-inch wheels with 275/40 tires are available. All of these tires are designed for optimal rolling resistance. The largest available option – the 21-inch wheel – is paired with a 285/35 performance tire specially optimized for high lateral dynamics.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

All rims have a larger rim width than in the previous model, so the tires are between 30 and 40 millimeters wider, depending on the wheel. This has a positive effect on driving dynamics. In addition, the larger wheel diameter compared with the previous model and the A6 Avant\* improves ride comfort. All tires for the A6 allroad are equipped with noise absorbers for better acoustics. Foam rings inside the tire reduce air vibrations, ensuring a comfortable ride and a pleasant in-car experience.

### **Performance meets efficiency: the drive systems**

**All powertrains for the A6 allroad – which is available as a plug-in hybrid for the first time – are electrified and use quattro all-wheel drive as standard. Thereby they combine performance and efficiency.**

At market launch, the A6 allroad is available with a 3.0-liter V6 diesel\* engine and as an e-hybrid. Both drives are a perfect fit for the all-rounder. Whether it's a drive to a business meeting in the city, a bike ride in the mountains, a family vacation on the coast, or a quick trip to the nearest café – the standard quattro all-wheel drive ensures optimal power delivery on any terrain, while the electrified components of the powertrain deliver efficient driving performance.

#### **A6 allroad e-hybrid\* with 270 kW**

The A6 allroad e-hybrid (Fuel consumption (weighted, combined): 2.9-2.6 l/100 km (81.1-90.5 US mpg); power consumption (weighted, combined): 16.2-15.7 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 67-59 g/km (107.8-95.0 g/mi); CO<sub>2</sub> class (weighted, combined): B; Fuel consumption on discharged battery (combined): 7.7-7.2 l/100 km (30.5-32.7 US mpg); CO<sub>2</sub> class on discharged battery: F) combines a 2.0 TFSI engine with 185 kW (252 PS) and an electric motor with up to 105 kW. They deliver a system output of 270 kW (367 PS) and a total torque of 500 Nm. The plug-in-hybrid accelerates from 0 to 100 km/h in 5.5 seconds and reaches a top speed of 250 km/h.

A high-voltage battery with a gross capacity of 25.9 kWh (20.7 kWh net) provides the power needed for up to 95 kilometers (combined, according to WLTP) of all-electric driving. When empty, it is charged by alternating current (AC) at a maximum of 11 kW. A full charge takes about two and a half hours. A charging cable (mode 3, plug type 2) for convenient charging at home and on the road is included as standard.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

The hybrid management system of the new A6 allroad e-hybrid\* is designed for efficiency, flexibility, and maximum comfort on- and off-road. The car automatically selects the optimal operating strategy. Two modes are available: EV and hybrid. In EV mode, the plug-in hybrid runs purely on electric power. In hybrid mode, the battery is held at a constant state of charge as needed to conserve enough electrical energy for later use. In addition to the automatic hybrid mode, the desired state of charge can be individually selected using a digital slider in the MMI.

Depending on driving conditions, the vehicle recovers energy automatically based on route data stored in the navigation system. The A6 allroad e-hybrid\* can also recover energy automatically without active route guidance. The degree of thrust recuperation can be adjusted via paddles on the steering wheel.

### **A6 allroad 3.0 V6 TDI\* with 220 kW**

In the three-liter V6 diesel engine with 220 kW (299 PS) and 580 Nm of torque (Combined fuel consumption in l/100 km: 6.4–5.8 (36.8–40.6 US mpg); Combined CO<sub>2</sub> emissions in g/km: 167-153 (268.8–246.2 g/mi); CO<sub>2</sub> class: E-F), Audi combines three electrified components: a belt alternator starter and a powertrain generator as part of the MHEV plus technology, which delivers up to 18 kW (24 PS) of additional power and up to 25 kW of power from regenerative braking, as well as an electric-powered compressor. As a result, the V6 TDI\* delivers powerful performance in every driving situation – whether pulling away, accelerating out of town, overtaking, or driving on the highway. The A6 allroad accelerates from 0 to 100 km/h in 5.4 seconds and reaches a top speed of 250 km/h.

The electric-powered compressor overcomes turbo lag, providing high torque values at low engine speeds. This results in lower fuel consumption compared with the previous engine generation. Acceleration off the line has also been substantially improved: in the first 2.5 seconds, the A6 allroad covers nearly a car length more. While the belt alternator starter starts the engine and supports it as it builds revolutions, the powertrain generator and the electric-powered compressor provide torque for acceleration. In this process, the electric-powered compressor amplifies the increase of boost pressure. At the same time, the powertrain generator transmits the first direct torque impulse to the wheels.

Through the interaction between the electric-powered compressor and the powertrain generator, maximum boost pressure of 3.6 bar (absolute) builds up nearly one second faster than in the previous engine generation – delivering a noticeably enhanced acceleration experience without turbo lag. It closely resembles the feel of an electric drive with similar power.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

During acceleration, the compressor wheel spins up to 90,000 revolutions per minute in just 250 milliseconds, an increase of nearly 40 percent. As a result, the V6 TDI\* puts its power to the road with authority – thanks to the combination of electric boost and the diesel engine’s smooth power delivery.

### **Integrated brake control system**

All A6 allroad powertrains feature an integrated brake control system with blended braking. With this technology, the brake pedal and brake hydraulics are completely decoupled. The system can thus provide the best possible regenerative braking performance – without hydraulic pressure or the use of the mechanical wheel brake. When the brake pedal is pressed, the system calculates whether the desired braking effect can be achieved by regenerative braking using the electric motor – that is, the powertrain generator or the electric motor in the plug-in hybrid – or whether the friction brakes must also be applied.

When operated as a generator, the electric motor in the A6 allroad e-hybrid\* handles the majority of all deceleration processes. The friction brake only needs to be used for heavy braking. The control unit then determines in a fraction of a second how much braking torque needs to be generated by the hydraulic system, which in turn builds up the necessary pressure. This does not affect the feel of the brakes: the transition between regenerative and friction braking is imperceptibly smooth and consistent, and braking force remains constant. The A6 allroad e-hybrid\* recovers up to 88 kW of power. Models with MHEV plus technology can recover up to 25 kW of power.

### **Digitalization meets customization: the interior**

**The A6 allroad showcases its appeal not only on the outside and during the day, but also on the inside and at night. It offers a premium interior with a high level of comfort, a digital user experience, and plenty of room for personalization in terms of both lighting and equipment.**

### **Infotainment and control**

Like the other models in the A6 series, the off-road Avant features a modern infotainment system and numerous digital features. The centerpiece is the free-standing MMI panoramic display with a curved design and OLED technology. It comprises the 11.9-inch Audi virtual cockpit, the 14.5-inch MMI touch display, and the optional 10.9-inch MMI passenger display.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

Contour lighting in the dashboard and doors accentuates the width of the interior, while indirect lighting beneath the MMI panoramic display and in the center console creates a floating effect. In addition, the dynamic interaction light is an LED light strip that spans the full width of the interior and illuminates accordingly when the turn signal is activated, for example.

In the Audi virtual cockpit, the driver can choose between three display modes: the classic round instrument cluster, navigation view, or the integrated driver assist display. Media, telephone functions, and navigation can be mirrored from a smartphone not only to the MMI touch display but also to the Audi virtual cockpit – thanks to the direct integration of the Audi smartphone interface into the infotainment system. The passenger display, which is also seamlessly integrated into the dashboard design, can display websites and stream video content. The front passenger can connect Bluetooth headphones and enjoy the full entertainment experience without disturbing the driver or other passengers. They can also help the driver to navigate or search for the nearest gas station.

Vehicle functions can be controlled by touching the icons on the MMI, using capacitive buttons and haptic rollers on the steering wheel, or with Audi assistant, a self-learning voice assistant. Audi assistant integrates ChatGPT software and can answer detailed questions about the vehicle by accessing the owner’s manual. Artificial intelligence makes operation more intuitive across all functions: destinations and entertainment can be found even with vague descriptions – for example, by saying “the Italian restaurant with a view of the Rhine” instead of entering an exact address. In the connected in-car office, users can access their calendar and emails via their linked account. Audi assistant acts as a digital companion, helping with organization while on the road and, for example, reading emails aloud or writing them for you.

Voice control can also be used to operate numerous driver assist systems, such as adaptive cruise assist, which includes speed and distance control. In addition, the system recognizes relevant situations and can make suggestions for driver assistance. For example, after joining the highway, the system determines that this would be a good time to activate adaptive cruise assist and proactively offers the driver this option.

Routines are created automatically for certain recurring tasks, such as activating the seat heating when the outside temperature reaches a certain level, adjusting the massage function after a long drive, or raising the adaptive air suspension at a specific curb. Audi assistant learns the driver’s habits and can make their journey even more comfortable by automatically activating features.

## **Features and comfort**

In addition to sports seats, the A6 allroad is available with individual contoured seats featuring ventilation and a massage function. Their pneumatically adjustable seat and backrest bolsters, adaptable lumbar support, and electrically adjustable thigh support allow for personalized comfort. Numerous features also increase the well-being on board, including the dimmable panoramic glass roof. It further creates a sense of space, provides rear-seat passengers with a view, and allows them to switch between a light-filled interior and strong shading. The optional four-zone automatic air conditioning ensures comfort for all passengers by allowing separate temperature settings for the driver, front passenger, and the left and right rear seats. There is also an air quality package that includes a fine-dust sensor. The A6 allroad can be cooled in the summer and preheated in the winter with auxiliary heating and ventilation, which can be activated on a timer via the myAudi app or the MMI. This ensures that the perfect temperature is always present when starting the tour.

During the journey, the ambiance is enhanced by “experience worlds”, which modulate the interior lighting, sound, massage functions, and climate control settings to create an invigorating, relaxing, or well-balanced atmosphere. Once activated, they last between five and thirty minutes and produce a soundscape that aligns with the vehicle’s movements.

The excellent aeroacoustics and overall vehicle acoustics of the new A6 allroad play a major role in ensuring a comfortable ride. In addition to improved sound insulation, more tightly sealed windows and optimized door seals ensure a more pleasant acoustic environment in the interior. This is further enhanced by optional acoustic glazing, which includes not only the front but also the rear side windows.

For music fans, the optional Bang & Olufsen premium sound system with 3D audio delivers an extraordinary listening experience. Speakers in the front seat headrests create personal surround sound and an even more immersive musical experience. They also enable exceptionally precise audio output: navigation prompts and phone calls are directed specifically to the driver.

Once the ride is over, electric door-closing assist, which is available as an option, ensures the doors shut quietly. All you have to do is let the doors fall gently into the lock mechanism. If the lock does not fully engage, the doors are automatically pulled completely closed.

Audi offers a wide range of interior design options, including those from Audi exclusive. The extensive color palette allows customers to personalize almost every visible interior element, including the seats, instrument panel, steering wheel, door panels, armrests, and floor mats.

Contrasting colored stitching and seat belts add a distinctive touch. There are also decorative inlays available only from Audi exclusive: natural silver-brown poplar wood, whose uniform grain lends it a particularly premium appearance, and an inlay made of light gray linen mesh. The latter has a simple yet elegant look thanks to its highly interesting fiber structure, which also contains recycled plastic.

The three specific design packages offer high-contrast colors. The first is a combination of dark Baikal blue and Neodymium gold; the second plays on the fusion of light gray Cascade cloth and Neodymium gold elements. A new, third design package combines black and Mint gray. Audi exclusive stitching packages allow colorful accents to be added here as well. The options for personalizing the A6 allroad know no bounds.

### **Lighting technology**

Optional digital Matrix LED headlights with micro-LED technology ensure optimal visibility at night. They offer a high degree of personalization and adaptive, high-resolution lighting functions. Illumination is significantly improved and a strong contrast is created on the road – which is also very beneficial in poor visibility due to weather conditions.

On highways, the headlights equipped with micro-LED modules project the lane and orientation light onto the road. On country roads, a projection onto the road surface ensures optimal illumination and thus greater comfort. Both features greatly help the driver stay in the center of the lane. A stylized arrow symbol within the lane light on the road shows if the vehicle is unintentionally drifting out of lane. When a vehicle is in the blind spot of the A6 allroad, the lane light on that side dims. In contrast, the lane light widens when the driver changes lane with the turn signal on. If there is a risk of slippery conditions, an ice symbol is briefly projected onto the road. The marking light draws attention to people in the immediate vicinity of the road by illuminating them. As a result, the projection functions of the digital Matrix LED headlights help improve road safety.

As a further highlight, the digital Matrix LED headlights display one of three selectable dynamic projections when entering and exiting the vehicle, thus impressively staging the light even when stationary.

The digital daytime running lights, comprising 48 LED segments per headlight, also make the vehicle highly recognizable. They generate eight light signatures that can be selected individually in the MMI. Matching this, the digital OLED rear lights 2.0 taillight, with 198 segments per side, also changes its appearance.

Most of the front and rear signatures include active elements, meaning individual areas dim up and down intelligently. This constant movement creates a dynamic image that gives the lights a striking presence.

The rear lights also offer a variety of additional features such as the communication light. The rear light signature alerts the vehicles behind to critical driving or traffic situations with special symbols in the shape of stylized triangles. The communication light also signals to others that the vehicle is parking when it is in automated parking mode. In addition, the rear lights feature proximity detection: If a car, motorcycle, or bicycle comes too close to the stationary A6 allroad, the parking sensors detect the movement and activate all remaining digital OLED segments. This creates a large, attention-grabbing illumination. After the vehicle pulls away, the digital OLED rear lights 2.0 switch back to the selected rear light signature.

### **Functionality meets wanderlust: the storage space**

**Ample space for passengers and luggage, variable rear seat settings, the increased trailer load of the V6 TDI\* compared with the A6 Avant\*, and the optional roof basket make the A6 allroad an ideal companion for travel and outdoor activities.**

While the driver and passengers in the first and second rows travel in comfort thanks to a generous suite of features, there is space for luggage and sports equipment in, on, or atop the A6 allroad. The luggage compartment, with a capacity of 466 to 1,497 liters – or 404 to 1,423 liters in the e-hybrid\* – can be accessed at the touch of a button on the standard electric tailgate. It can also be opened with a foot gesture. The second row of seats folds down in a 40:20:40 split and can be easily operated using the remote release in the luggage compartment. A rail system with adjustable anchors keeps groceries or recreational gear from shifting around in the trunk. A standard partition net for the luggage compartment prevents loose items from entering the passenger compartment in the event of an emergency stop. A load-securing kit with a telescopic bar and tensioning strap is also available as an option.

Audi Genuine Accessories also offers a roof basket, whose lightweight yet sturdy aluminum frame is finished with a matte black powder coating. The base of the roof basket consists of five longitudinal rails, allowing cargo to be secured at any point, for example with the included straps and mounts.

A trailer hitch is also optionally available. Depending on the selected engine, the A6 allroad can use it to tow an additional load of between 2,000 kilograms (A6 allroad e-hybrid\*) and 2,500 kilograms (A6 allroad V6 TDI\*). With the 3.0-liter V6 diesel engine, that is 400 kilograms more than the A6 Avant\*.

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

## Vehicle meets customer: the market launch

Whether as a three-liter V6 diesel\* or a plug-in hybrid, equipped with adaptive air suspension, all-wheel steering, and quattro drive, the new A6 allroad conquers any terrain. Prices start at 77,250 euros for the three-liter diesel engine\* or 80,250 euros for the A6 allroad e-hybrid\*. The model will be available at Audi dealerships this fall.

### Product and Technology Communications

Julia Winkler

Spokesperson model series A3, A6,

Aerodynamics, Chassis

Phone: +49 152 57719829

Email: [julia.winkler@audi.de](mailto:julia.winkler@audi.de)

[www.audi-mediacycenter.com](http://www.audi-mediacycenter.com)



---

### About Audi

Audi drives transformation and shapes the mobility of tomorrow – with intelligent, electric products.

The premium automotive brand is available in more than 100 markets. Its global production network spans 21 sites in 12 countries. **Vorsprung durch Technik** unites more than 88,000 employees. With courage, passion, responsibility, and trust, they are reinterpreting more than 100 years of automaking tradition for the future. In 2026, Audi is entering Formula 1 with a factory team in a bold expression of its motorsports DNA.

The Audi Group also includes the supercar manufacturer Lamborghini, the luxury brand Bentley Motors, and the motorcycle maker Ducati.

Learn more about the Audi Group [here](#).

---

### Fuel/electric power consumption and emissions values of the models named above:

#### Audi A6 allroad TDI quattro 220 kW

Combined fuel consumption in l/100 km: 6.4–5.8 (36.8–40.6 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 167–153 (268.8–246.2 g/mi); CO<sub>2</sub> class: E-F

#### Audi A6 allroad e-hybrid quattro 270 kW

Fuel consumption (weighted, combined): 2.9-2.6 l/100 km (81.1-90.5 US mpg);

Power consumption (weighted, combined): 16.2-15.7 kWh/100 km;

CO<sub>2</sub> emissions (weighted, combined): 67-59 g/km (107.8-95.0 g/mi);

CO<sub>2</sub> class (weighted, combined): B;

Fuel consumption on discharged battery (combined): 7.7-7.2 l/100 km (30.5-32.7 US mpg);

CO<sub>2</sub> class on discharged battery: F

#### Audi A6 Avant

Combined fuel consumption in l/100 km: 8.3–5.0 (28.3–47.0 US mpg);

Combined CO<sub>2</sub> emissions in g/km: 188–130 (302.6–209.2 g/mi); CO<sub>2</sub> class: G-D