

Business class at its most elegant: The new A6 Sedan

- **Progressive and prestigious premium-class model sets standards in design and aerodynamics: first-rate drag coefficient of 0.23**
- **Excellent qualities for everyday driving and long distances: cutting-edge technologies like adaptive air suspension and all-wheel steering, plus very good aeroacoustics**
- **Dynamic, comfortable, efficient: MHEV plus mild hybrid technology enables partially electric driving and enhances driving performance**

Ingolstadt/Neckarsulm, April 15, 2025 – Audi is expanding its A6 model series with a classic business Sedan. It sets standards in design and aerodynamics and makes innovation and comfort in the premium full-size class tangible in every detail. Its drag coefficient of 0.23 is the best value for a combustion-engine production model in Audi history. Modern gasoline and diesel engines with MHEV plus mild hybrid technology ensure increased efficiency with improved performance. In combination with sophisticated suspension technologies, the A6 Sedan* impresses with its qualities for everyday and long-distance driving: both the adaptive air suspension and all-wheel steering combine driving comfort and agile handling to the highest degree.

The **body** of the new A6 Sedan* is clear and functional. The **reduced, brand-typical design** combines **elegance and sportiness**. The curve of the windows' upper contour gives the streamlined body its special character. The **striking front end**, with sleek headlights and prominently positioned Audi rings, is defined by the large, low-positioned Singleframe. Behind this is a **sophisticated airflow concept**. The most important element for the aerodynamics at the front are the side air intakes that have been optimized in terms of form and function. The so-called air curtains achieve better airflow and give the business sedan a powerful appearance. Furthermore, a front spoiler in the front bumper reduces front-axle lift and, together with panels on the underbody, ensures controlled airflow under the vehicle.

Like the front end, the elongated and slightly upward-sloping rear end also conveys prestige. The two rear lights with their precise graphics and the continuous light strip lend the new A6 Sedan* a sense of presence, as does the vertical brake light.

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.*

The **special shape of the notchback** also contributes significantly to the vehicle's outstanding aerodynamics. The sharp curvature of the tailgate, together with the hollow groove in front of it, creates an optimal stall. In combination with the large, wide diffuser, the result is an ideal balance between lift at the rear axle and drag, which enhances driving dynamics.

With the **optional adaptive air suspension**, the A6 Sedan* perfects the **synthesis of sportiness and comfort**. As well as regulating body height and shock absorption, this air suspension system also offers a further advantage in aerodynamics. Compared to the standard suspension, the vehicle is 20 millimeters (0.79 in) lower in normal mode. In dynamic mode, the ride height is lowered by another 10 millimeters (0.39 in) for a sporty driving feel. To reduce drag, the A6 Sedan* uses the low level even at high speeds in balanced and efficiency modes.

The **optional all-wheel steering** makes for **agile handling and precise maneuvering**. Coupled with the stiffer progressive steering, there is a significantly improved and more direct steering response with increased feedback from the road. At low speeds, the all-wheel steering turns the rear wheels up to five degrees in the opposite direction to the front wheels, improving maneuverability in city traffic and tight bends. At medium and higher speeds, the rear wheels turn in the same direction, resulting in stable and even more precise handling.

The **drives with [mild-hybrid technology MHEV plus](#)** play a major role in the outstanding driving experience. In addition to the 2.0 TDI four-cylinder engine with 150 kW (204 PS) (combined fuel consumption in l/100 km: 5.6–4.8 (42.0–49.0 US mpg); combined CO₂ emissions in g/km: 146–126 (235.0– 202.8 g/mi); CO₂ class: E–D) the 3.0 TFSI six-cylinder engine with 270 kW (367 PS) (combined fuel consumption in l/100 km: 7.8–6.7 (30.2–35.1 US mpg); combined CO₂ emissions in g/km: 177–153 (284.9– 246.2 g/mi); CO₂ class: G–E) also features this type of partial electrification. The MHEV plus system **supports the combustion engine, enhances performance and driving comfort, and reduces CO₂ emissions**. It enables fully electric parking and maneuvering. The A6 Sedan* also runs on electric power when driving slowly in the city, in slow-moving traffic, or outside city limits when coasting to the next village. Furthermore, the MHEV plus technology generates an additional drive torque of up to 230 Newton meters and up to 18 kW (24 PS) of power when starting off or overtaking. Up to 25 kW is recuperated when decelerating.

Sound insulation inside the A6 Sedan* has been **improved by up to 30 percent** compared to its predecessor – and this **increases driving comfort**. More tightly sealed windows and optimized door seals ensure more pleasant acoustics in the interior; a tailgate seal also significantly minimizes wind noise. Moreover, all tires 19 inches or larger are equipped with so-called noise absorbers. Newly developed engine and transmission mount bushings make for a smoother and quieter ride.

The new A6 Sedan* will be **produced in Neckarsulm** and **sold worldwide**. It can be ordered **starting in mid-April 2025**. With the entry-level TFSI 150 kW (combined fuel consumption in l/100 km: 7.8–6.9 (30.2–34.1 US mpg); combined CO₂ emissions in g/km: 177–157 (284.9–252.7 g/mi); CO₂ class: G–F) engine, the A6 notchback* will **start at 55,500 euros**. Deliveries to customers will begin in **summer 2025**.

Below you will find a strategic overview and detailed information about the new Audi A6 Sedan.*

Döllner: “With the A6, we are now renewing an important model series,”

Audi CEO Gernot Döllner: “The new Audi A6 Sedan* unites an elegant, dynamic design with exceptional aerodynamics. Efficient yet high-performance drive systems and cutting-edge suspension technology combine sportiness with a high level of comfort, making traveling in the A6 a first-class experience.” With this model, the company is also continuing its major product initiative that began in 2024. The modernization and rejuvenation of the product portfolio is part of the Audi Agenda, with which Audi is positioning itself for the future in the face of intensified competition. “With the A6, we are now renewing an important model series,” said Döllner.

Like the new Q5 and A5, the new A6 Sedan* is also based on the Premium Platform Combustion (PPC). The E³ 1.2 electronics architecture provides modern connectivity, updates, and digitalization features in all new models.

Elegant and dynamic: the exterior design

The body design of the new Audi A6 Sedan* is clear and functional. Its minimalistic design combines elegance and sportiness. The most important design feature is the curve of the upper edge of the window, which flows elegantly and sweepingly from the front side windows into the fixed rear window. That is typical Audi, and it showcases the streamlined body shape of the A6 Sedan*. Expansive surfaces paired with dynamic lines, which form the quattro blisters that powerfully emerge from the shoulder area, are a core element of Audi design DNA. These features, in combination with the wide track, embody sportiness.

The front is characterized by the low-positioned Singleframe grille, which extends to the lower edge of the front apron. Together with the sleek headlights and prominently positioned Audi rings, it gives the A6 Sedan* a striking, focused, and distinguished expression. Three-dimensionally modeled air curtains positioned under the headlights give the bumper a powerful and sporty look.

Just as the front end conveys prestige, so does the elongated and slightly upward-sloping rear end, with the Audi rings positioned high up. The two sleek rear lights with their precise graphics and the continuous light strip emphasize the vehicle's width. They lend the new Audi A6 a sense of presence, as does the vertical brake light flanking the rear. The large diffuser with its eye-catching trim piece rounds off the rear, integrating the tailpipes with their strikingly designed rectangular covers.

Digital and personalized: lighting technology

Advanced lighting technology makes a significant contribution to greater road safety and is an essential part of Audi DNA. The new A6 Sedan* also plays a pioneering role in its class in this area.

The design of the headlights and rear lights is all about digitalization, which gives drivers the opportunity to customize the appearance of their A6 Sedan* according to their own preferences. At the same time, the digital lighting display provides innovative functions that improve communication with other road users. All the while, the lighting technology reflects typical Audi aesthetics.

Optional equipment for the A6 includes digital LED daytime running lights made up of 48 individual LED segments per headlight. The optional Matrix LED headlights are characterized by a hexagon-perforated stainless-steel screen that conceals the digital daytime running lights. This new design gives the headlights an even more striking appearance.

With a total of seven digital light signatures at the front and rear – several of which are designed as active signatures in which individual segments intelligently brighten up and dim down – the new A6 Sedan* offers considerable potential for personalization.

The second-generation digital OLED rear lights are optionally available at the rear of the A6 and combine lighting design and innovative technology in a unique way. Thanks to the total of eight digital OLED panels, they create a strong recognition value and at the same time increase safety on the road. Each side features 198 OLED segments that create the digital signatures, some of which are active. The active signatures make the lights appear alive through their constant movement. The algorithm specially developed for this function creates a new image from the 396 OLED segments several times per second. The individual segments interact in such a way that the overall light intensity does not vary.

Proximity detection and the communication light in the digital OLED 2.0 are essential components for further increasing road safety using light. For example, other road users receive a warning if there is an accident or breakdown ahead. In critical driving or traffic situations, the communication light in the digital OLED rear lights projects a specific rear light signature: in addition to the regular rear light graphic, eight triangles across the entire rear serve to warn drivers behind.

The aesthetics of motion are quintessentially Audi – and they impress the driver with every dynamic lighting effect when unlocking or exiting the vehicle. With the coming-home and leaving-home function, individual LED or OLED segments are activated at intervals of just a few milliseconds one after the other, creating a new and futuristic-looking lighting sequence even when stationary.

Lots of choice: two exteriors, eleven colors, progressive wheels

In contrast to the standard equipment, where the A6 Sedan* deliberately shows a lot of body color and aluminum to highlight its elegance, the S line's exterior emphasizes its sportiness. The area around the front air intakes, which are larger and divided into two parts, is finished in matt anthracite chrome, as are the wider sill trims and the trim piece around the diffuser with its sportier design. The black Singleframe grille also has a larger structure, and vertical frames accentuate the side air curtains to optimize airflow. Each of these elements underscores the dynamic character of the A6 Sedan* S line.

The black exterior package can be added to the S line exterior as an option. Here, the Audi rings at the front and rear are finished in Anthracite Gray. The Singleframe, diffuser trim piece, side sill trim, door handles, window trim, mirror housings, and roof rails of the A6 Sedan* are finished in black. The exhaust system also features dark chrome tailpipe trim.

Drivers can choose between eleven colors for the A6, including the solid finish Arkona White. Glacier White, Mythos Black, and Chronos Gray are available as metallic finishes, and the colors Grenadine Red, Florett Silver, Firmament Blue, and Madeira Brown are also on offer. The selection is rounded off with the completely new color Midnight Green as well as Ascaris Blue Metallic and Daytona Gray, which are available exclusively for vehicles with an S line exterior. "Edition one" is a sporty, one-year limited special model in Madeira Brown, combined with the black exterior package and 21-inch wheels.

When it comes to wheels, Audi offers a wide selection of progressive designs from 18 to 21 inches for the A6 Sedan*. For the S line exterior, 19-inch wheels are standard. Two of the five 20-inch wheels and all 21-inch wheels come from Audi Sport, including a 21-inch wheel in a multi-spoke design completely in black metallic. There is also a forged 21-inch wheel that is the only one in the portfolio to feature a tri-color design.

Furthermore, there will be various exclusive Audi options that enable even more customization in the A6 Sedan*. In addition to exclusive exterior colors, these also include new interior and leather colors.

Aerodynamics: the best drag coefficient of an Audi with a combustion engine

The sporty and low design of the new Audi A6 Sedan* contributes to its outstanding aerodynamics, ensuring a drag coefficient (Cd value) of 0.23. This is the best value of any series-produced model with a combustion engine in Audi history. Air curtains are used to ensure that the airflow around the front wheels and sides of the vehicle is as smooth as possible. These have been seamlessly integrated into the new design of the A6 Sedan*. Two separately controllable cool-air intakes behind the Singleframe radiator grille are part of the aerodynamics concept. They ensure optimized airflow around the engine bay. To harness the full potential of this technology, Audi has also optimized the seal between the bumper and the cooling unit, reducing airflow losses in this area by up to 70 percent. To achieve this, the air control elements were made significantly more rigid. The unified interface for the air intake and for engine cooling also contributes to improved airflow around the body. Furthermore, a front spoiler in the front bumper reduces front-axle lift and ensures better airflow around the underbody. In addition, numerous panels on the vehicle's underside ensure controlled and harmonious airflow. These include wheel spoilers and specific covers on the transmission tunnel and rear axle.

The shape of the rear slopes slightly upward at the end, a crucial factor for the outstanding aerodynamics of the A6 Sedan*. The sharp angle of the spoiler lip, together with the hollow groove in front of it, creates an optimal stall. In combination with the large, wide diffuser, the wake area – that is, the airflow turbulence at and behind the rear – is minimized and kept within a perfect range for aerodynamics. The result is an ideal balance between lift at the rear axle and drag, which enhances driving dynamics.

Rounding off the sophisticated aerodynamic concept are the aerodynamically optimized 18- and 19-inch wheels made of diamond-cut aluminum. The visible design of the rim is glossy, while the closed sections, designed to optimize aerodynamics, are black and blend inconspicuously into the shadows.

The aerodynamics and overall vehicle acoustics of the new A6 Sedan* are also top-notch. For example, sound insulation in the vehicle has been improved by up to 30 percent compared to the previous model. More tightly sealed windows and optimized door seals ensure more pleasant acoustics in the interior, thereby enhancing onboard well-being. The optional range of acoustic glazing now includes the rear door windows as well as the front side windows. Newly developed engine and transmission mount bushings make for a smoother and quieter ride. The shape of the transmission gear teeth has also been optimized, which benefits the acoustics of the S tronic as well.

Moreover, all tires 19 inches or larger are equipped with noise absorbers. These are foam rings on the inside of the tire that reduce air vibrations there and thus have a positive effect on the noise level in the vehicle.

A spacious interior

With an overall length of 4.99 meters (196.5 in), the Audi A6 Sedan* is 60 millimeters (2.36 in) longer than the previous model. The wheelbase of 2,927 millimeters (115.1 in) makes for a more comfortable ride on long journeys and contributes to the ample interior space. The A6 Sedan* measures just under 1.88 meters wide (74 in) without mirrors.

The new switchable panoramic glass roof further enhances the sense of spaciousness. It spans almost the entire cockpit and rear and allows the interior to either be flooded with light or effectively shaded. Six segments form the basis for various patterns with areas that can be switched on and off to provide full glare protection. The “digital curtain” is operated via a button in the roof module.

The luggage compartment of the new A6 Sedan* has a capacity of up to 492 liters (17.76 cu ft) – depending on the engine selection. Thanks to its width of 1,050 millimeters (41.3 in), two large suitcases can easily fit in side by side. The standard 40: 20: 40 folding rear seats enable variable loading for items such as ski equipment. The storage and luggage compartment package also comes as standard. There is an optional electrically operated tailgate that opens and closes with a foot gesture. A projection light indicates the “kick” position.

Business lounge: the interior design philosophy

The interior of the A6 Sedan* reflects the four characteristic features of the new Audi design philosophy. Firstly, the interior is designed to be “human centric,” meaning that it is systematically aligned with the needs of its users. The second special feature is the “digital stage,” which is laid out in front of the occupants in the form of the Audi MMI display. With its “material-driven design,” the new Audi A6 fulfills the aspiration for a generous sense of space with a high level of comfort. The clear structure and logical operating concept ensure an overview in all situations and represent the fourth feature, “visual clarity.”

The digital stage revolves around the Audi MMI panoramic display and the optional MMI passenger display. The thin free-standing Audi MMI panoramic display has a curved design and OLED technology. It consists of the Audi virtual cockpit with an 11.9-inch display diagonal and the 14.5-inch MMI touch display. Audi complements the digital stage for the front passengers with the optional 10.9-inch MMI front passenger display, which is also perfectly integrated into the dashboard design. It enables the front passenger to look up websites and stream video content and also helps when navigating or searching for the nearest gas station. Thanks to the dynamic privacy mode, distracting content such as videos cannot be viewed from the driver’s seat while driving. Thanks to the dynamic privacy mode, distracting content such as videos cannot be viewed from the driver’s seat while driving. If the passenger display is not in use or if no passengers are detected, a digital background image is shown.

The new Audi A6 Sedan* can be optionally equipped with a new, configurable head-up display (HUD). A wide range of information can be displayed on the HUD, including speed, active assistance systems, navigation instructions, and media information. For the first time, drivers have the option of controlling vehicle and infotainment functions via the head-up display. The controls also allow the driver to scroll through lists and directly make selections using the steering wheel buttons. Thanks to the maximized use of the installation space and the adapted display technology, the visible image area is more than 85 percent larger than before, and the display is significantly more precise.

As a contrast to the digital and technical areas, the new interior of the Audi A6 Sedan* features a so-called Softwrap application. It extends from door to door across the entire width of the instrument panel, making the interior appear wider. Selected cloths, faux leather, or Dinamica in the door panels and armrests create a comfortable, refined ambiance.

The colors and high-quality materials of the interior are found not only in the Softwrap but also in the seats. The seats, Softwrap, door panels, and armrests are optionally available in sustainable materials such as the fabric cascade and the microfiber material Dinamica, which are largely made of recycled polyester. The textile cover cascade is reminiscent of natural materials such as wool and is not additionally dyed. It is partially made from recycled materials such as selvedge and recycled polyester. Dinamica looks and feels like suede, but about half of it is recycled polyester. Dinamica looks and feels like suede, but about half of it is recycled polyester. It comes from felled trees that no longer bear fruit.

The distinct interior of the A6 Sedan* also makes an impression in the dark. The contoured lighting along the dashboard and in the doors accentuates the width of the interior, while the indirect light below the Audi MMI panorama display and in the center console creates a visual effect of floating. The high-quality materials in the doors are also stylishly illuminated. And on vehicles with this option, the Bang & Olufsen logo is even lit up.

As part of the redesigned interior and cockpit to create the digital stage, the dynamic interaction light facilitates communication between the vehicle and its occupants. Consisting of 84 LEDs, it is located below the windshield and is illuminated in a large arc extending from the left to the right A-pillar. In addition to a welcome function, the interaction light also features a special lighting sequence that is activated when the vehicle is locked or unlocked. It also supports safety by displaying the dynamic turn signal, but this only ever serves as an additional display and does not replace the turn signal in the Audi virtual cockpit.

Exceptional features: exceptional experience

Many comfort-enhancing features make traveling in the A6 Sedan* simply a first-class experience. The sophisticated aeroacoustics also enrich audio enjoyment, especially with the optional premium sound systems from Bang & Olufsen.

The top-of-the-range version is equipped with two additional speakers in each of the front headrests, taking sound experience to a new level. Outstanding 3D sound is produced by a total of 16 or 20 speakers, including a highly efficient amplifier and a subwoofer, with 685 or 810 watts respectively. The headrest speakers create a personal surround sound and an even more immersive musical experience. They also enable very precise audio output: navigation prompts and phone calls are directed specifically to the driver. The following on-demand functions can be added later: bass intensification, automatic level adjustment, and music revitalization, which improves the sound of compressed music files. The “virtual environments” feature recreates sound spaces so that you can experience your favorite music as if you were in a concert hall, jazz club, or at an outdoor concert.

The optional four-zone automatic climate control package enables a particularly high level of climate comfort, as it regulates the air temperature, volume, and distribution separately for the driver, front passenger, and outer rear seats. At the same time, passengers in the back seat can adjust the settings using a separate climate control unit in the center console. The optional air quality package includes an ionizer and a fine dust sensor, significantly improving air quality in the interior.

Available as an option, the door-closing assist function ensures that the vehicle doors close quietly. With the servo-assisted closing, it is only necessary to let the doors fall gently into the lock mechanism. If the lock does not fully engage, the doors will automatically be pulled completely closed and then locked.

Fuel-efficient and high-performance: MHEV plus technology

At its launch, the new A6 Sedan* will be available with three different engines – two gasoline and one diesel. Two of these three power units will feature mild hybrid technology (MHEV plus) and are therefore partially electrified.

The MHEV plus system supports the combustion-engine vehicle, enhances performance and ride quality, and reduces CO₂ emissions. It consists of three main components: a 48-volt battery, a belt alternator starter, and the new powertrain generator with integrated power electronics. The lithium-ion battery, made of lithium iron phosphate, has a storage capacity of 1.7 kWh. The belt alternator starter’s primary function is to start the engine and supply the battery with electrical energy. The powertrain generator enables partially electric driving, provides additional torque, and feeds energy back into the battery during deceleration.

Partially electric driving: MHEV plus technology leverages the advantages of electric driving when parking and maneuvering. The electric driving components can also be used when driving slowly in the city, in slow-moving traffic, or outside city limits when coasting to the next village. In these situations, the A6 Sedan* runs solely on the powertrain generator, making it particularly efficient.

A boost of up to 18 kW: MHEV plus technology supports the combustion-engine vehicle, for example when starting up in stop-and-go traffic or when passing. To do this, the powertrain generator produces additional torque up to 230 newton meters and up to 18 kW (24 PS) of power.

Regeneration of up to 25 kW: When decelerating, the powertrain generator recovers energy and feeds it – up to 25 kW of power – back into the battery (regeneration). The integrated, blending-capable brake control system ensures pressure-free braking and the best possible regeneration, in most cases without the use of the friction brake.

The 48-volt system also enables the use of an electrically driven air-conditioning compressor. The major advantage here is that even when the engine is switched off – for example when coasting or at a red light – the air-conditioning continues to operate at full power, keeping the interior at a comfortable temperature. Both the A6 Sedan TDI 150 kW (combined fuel consumption in l/100 km: 5.6–4.8 (42.0–49.0 US mpg); combined CO₂ emissions in g/km: 146–126 (235.0– 202.8 g/mi); CO₂ class: E–D) and the A6 Sedan TFSI 270 kW (combined fuel consumption in l/100 km: 7.8–6.7 (30.2–35.1 US mpg); combined CO₂ emissions in g/km: 177–153 (284.9– 246.2 g/mi); CO₂ class: G–E) are equipped with the MHEV plus system.

2.0 TFSI 4-cylinder 150 kW: The entry-level variant with a 2-liter turbocharged gasoline engine, the A6 Sedan TFSI 150 kW (combined fuel consumption in l/100 km: 7.8–6.9 (30.2–34.1 US mpg); combined CO₂ emissions in g/km: 177–157 (284.9– 252.7 g/mi); CO₂ class: G–F), has a start-stop system as standard to reduce fuel consumption and is only available with front-wheel drive. It delivers 150 kW (204 PS) (combined fuel consumption in l/100 km: 7.8–6.9 (30.2–34.1 US mpg); combined CO₂ emissions in g/km: 177–157 (284.9– 252.7 g/mi); CO₂ class: G–F) and generates a maximum torque of 340 newton meters. Numerous modifications have taken the efficiency of the newly designed engine to the next level. The 2.0 TFSI uses a modified Miller combustion process that is especially advantageous in partial-load operation. In the Miller cycle, the intake valves close early, which increases the engine's efficiency. The 2.0 TFSI also has a turbocharger with variable turbine geometry (VTG). This improves the responsiveness and efficiency of the direct injection engine. The VTG enables smoother and more agile torque build-up at low engine speeds. The 2.0 TFSI is always coupled to the seven-speed S tronic, a fast and smooth-shifting dual-clutch transmission.

2.0 TDI 4-cylinder 150 kW: It delivers 150 kW (204 PS) (combined fuel consumption in l/100 km: 5.6–4.8 (42.0–47.0 US mpg); combined CO₂ emissions in g/km: 146–126 (235.0– 202.8 g/mi); CO₂ class: E–D) and generates a maximum torque of 400 newton meters. To increase efficiency and comfort, the engine is partially electrified with MHEV plus technology and equipped with a 48-volt electrical system. Partially electric driving and high energy recovery reduce carbon emissions. The 48-volt belt alternator starter also increases the comfort of the TDI by starting the engine quietly. The vehicle responds more quickly when setting off and is noticeably more agile. The 2.0 TDI is available with a dual-clutch transmission as a front-wheel drive or quattro ultra all-wheel drive.

3.0 TFSI 6-cylinder 270 kW: The third option, the 3-liter V6 turbocharged engine, delivers 270 kW (367 PS) (combined fuel consumption in l/100 km: 7.8-6.7 (30.2-35.1 US mpg); combined CO₂ emissions in g/km: 177-153 (284.9- 246.2 g/mi); CO₂ class: G-E) and generates a maximum torque of 550 newton meters. It is the logical evolution of the engine that has been in series production since 2015 and has recently undergone a number of modifications: newly designed exhaust gas turbochargers with variable turbine geometry (VTG), indirect intercooling, optimizations in terms of charge exchange, the use of the Miller cycle, and modifications to the injection system. The engine produces high torque even at low speeds. In conjunction with the MHEV plus system, driving dynamics and comfort are noticeably improved and carbon emissions reduced. The V6 TFSI is always combined with quattro ultra all-wheel drive.

Technical data	A6 Sedan TFSI 150 kW*	A6 Sedan TDI (quattro) 150 kW*	A6 Sedan TFSI quattro 270 kW*
Engine	4-cylinder turbo gas engine with start/stop	4-cylinder turbo diesel engine with MHEV plus	6-cylinder turbo gas engine with MHEV plus
Displacement in cm³	1,984	1,968	2,995
Drivetrain	Front	Front / quattro	quattro
Power output in kW (PS) at rpm	150 (204) at 4,300-6,000	150 (204) at 3,800-4,200	270 (367) at 5,550-6,300
Max. torque in Nm at rpm	340 at 2,000-4,000	400 at 1,750-3,250	550 at 1,700-4,000
Additional electric torque in kW (PS)	-	18 (24)	18 (24)
Additional electric torque in Nm	-	230 Nm	230 Nm
Acceleration 0 to 100 km/h in s	8.2	7.8 (6.9)	4.7
Max. speed in km/h	244	244 (243)	250
Fuel consumption, combined, in l/100 km	7.8-6.9	5.6-4.8 (5.8-5.0)	7.7-6.7
CO₂ emissions, combined, in g/km	177-157	146-126 (152-131)	174-153

*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 perfect blend of sportiness and comfort: the suspension

The new A6 Sedan* impresses with its extremely comfortable ride, a strength that is particularly apparent on longer journeys. It embodies the business class experience like no other model. Adaptive air suspension and all-wheel steering for the quattro variants make a key contribution here, significantly improving maneuverability at low speeds and noticeably increasing precision and stability at high speeds. The A6 Sedan* effortlessly perfects the synthesis of sportiness and comfort in line with driving characteristics typical of Audi: precise, controlled, solid, connected, and well-balanced – or, in short, the Audi DNA.

The front and rear axles of the new Audi A6 Sedan* use a five-link design, largely made of aluminum. Two subframes – the front being rigidly mounted and the rear hydraulically mounted – connect the control arms to the body.

Three suspensions are available:

- the standard suspension, designed to be even more comfortable than its predecessor
- the sports suspension, which lowers the body by 20 millimeters for distinctly sporty handling (standard with the S line exterior package)
- the adaptive air suspension with electronically controlled damping, which gives the vehicle a wide range of options between a very smooth, comfortable ride and sporty handling

The optional adaptive air suspension with adjustable damping on all four wheels regulates the body height and shock absorption. The adaptive air suspension automatically balances out the vehicle load, ensuring the car stays level. Compared to the standard suspension, the A6 Sedan* is 20 millimeters (0.79 in) lower in normal mode (balanced, comfort, and efficiency mode), the same as with the sports suspension. In dynamic mode, the ride height is lowered by another 10 millimeters (0.39 in) for a sporty driving feel. To reduce drag, the body is lowered to the low level at higher speeds in balanced and efficiency modes. In contrast, the lift function raises the A6 Sedan* by 20 millimeters (0.79 in) above the normal level and can now be used up to a speed of 85 km/h (53 mph). This function ensures safety and forward momentum even in challenging driving conditions, such as on snowy or uneven roads.

The dynamic handling system Audi drive select is used to adjust the vehicle's ride height and to control the steering and drivetrain settings. The spread between the driving modes has been increased: handling in dynamic mode is noticeably tighter and sportier, while comfort mode is designed for smooth, comfortable driving on long journeys. And thanks to the Audi assistant, the adaptive air suspension can now be operated by voice control for the first time in the A6, with simple commands like "raise the vehicle" or "lower the air suspension."

All tires for the A6 Sedan* have been specifically tuned and optimized in terms of rolling resistance. In 20-inch and 21-inch sizes, performance tires are available as an option, offering impressively dynamic handling and even shorter braking distances.

Progressive and efficient: quattro all-wheel drive

The all-wheel-drive system quattro ultra is available as an option for many engine variants. It flexibly distributes torque to maximize efficiency while also providing all the benefits of quattro for even greater driving safety and dynamics. An electronically controlled multi-plate clutch distributes torque between the front and rear axles over a wide range, as required by the specific driving situation. For excellent fuel efficiency, the rear axle of the quattro ultra is automatically decoupled under partial load insofar as the driving situation allows. When taking corners dynamically, accelerating sharply, or when the friction coefficient of the road surface requires it, the quattro system's electronically controlled multi-plate clutch connects the front and rear axles and distributes the tractive force flexibly to where it is needed. If you accelerate hard out of a corner, power is distributed more towards the rear. In this driving situation, the power distribution between the front and rear axles is around 30:70.

Another component of the V6 TFSI powertrain is the optional quattro sport differential on the rear axle, which actively and completely variably distributes torque between the rear wheels. Unlike a conventional limited-slip differential, the sport differential can further accelerate the outer wheel when cornering dynamically, meaning it applies more torque to that wheel. This makes the A6 Sedan* able to turn more precisely into the curve.

The sport differential counteracts the tendency to understeer early on and ensures enhanced agility. In the dynamic Audi drive select mode, the handling is more rear-biased.

Perfected: a highly connected control system with brake torque vectoring

Whether in terms of how the car handles bends, its longitudinal dynamics or ride quality, the advantages of the highly connected control system can be felt at all times. Compared to its predecessor, Audi has improved the interplay between the suspension control and drive systems in the new A6. The integrated brake control system, the controlled dampers, and the engine management system work together even faster and more precisely. The result is perfected handling.

Thanks to brake torque vectoring – wheel-selective momentum control – the new A6 Sedan* can maneuver even better through curves. Brake torque vectoring constantly monitors the current driving situation and counteracts any understeer. As soon as more than a certain amount of the available friction is used in the longitudinal and transverse direction, in other words, when the wheels on the inside of the curve lose traction at a low friction value, they are gently braked. Due to this targeted braking intervention and the resulting difference in propulsive forces, the Audi A6 steering is more direct and reacts more immediately to the given situation. The handling is therefore more precise, safer, and more agile.

**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.*

Improved handling: progressive steering and all-wheel steering

The reworked and now more direct steering contributes significantly to the comfortable yet equally dynamic handling of the new A6 Sedan*. Compared to its predecessor, the entire path from the steering wheel to the wheels is designed to be stiffer. This includes the torsion bar at the steering gear, 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 result in a noticeably improved steering response and more feedback from the road, which makes for precise and light-footed vehicle handling.

The Audi A6 comes standard with electromechanical progressive steering. The steering ratio varies depending on the steering angle: at small steering angles, such as on the highway, the steering is more indirect to prevent any nervous behavior from influencing the steering. At larger steering angles, the ratio is increasingly more direct, reducing the amount of physical effort required to steer in city traffic and when parking. Moreover, the progressive steering provides a sporty driving feel in tight corners. The Audi drive select dynamic handling system can be used to vary the steering characteristics – specifically steering weight – in several modes.

All-wheel steering is optionally available in conjunction with quattro all-wheel drive. It works with a dynamic function whose reaction speed has been improved even further. At speeds of up to roughly 60 km/h (37.3 mph), the rear wheels turn up to five degrees in the opposite direction to the front wheels.

This decreases the turning circle by up to one meter (39.4 in), reducing it to 11.3 meters (37.1 ft). The car is thus more agile in city traffic and in tight curves. At medium and higher speeds, the rear wheels turn in the same direction, enabling stable and even more precise handling.

A first for the A6: integrated brake control system

The A6 uses an integrated, blending-capable brake control system (iBRS). With this brake-by-wire technology, the brake pedal and brake hydraulics are completely decoupled. In the variants with MHEV plus technology, the system calculates whether the desired braking effect can be achieved by regenerative braking using the electric motor – that is, the powertrain generator – or whether the friction brakes on the front and rear axles must also be activated. In a fraction of a second, the control unit calculates how much braking force needs to be produced by the friction brakes. A piston in the brake hydraulics then applies the necessary pressure. Brake feel remains the same as the pedal is depressed, with the transition between regenerative and friction braking imperceptibly smooth and homogeneous, and the braking forces remaining constant. Thanks to the electrohydraulic actuation, the system very precisely builds up the brake pressure for the wheel brakes and about twice as fast as a conventional brake system. When automatic emergency braking is activated, the maximum brake pressure is reached in just 150 milliseconds.

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Connected: infotainment with ChatGPT

The new A6 Sedan* uses Android Automotive OS as its operating system for the infotainment system. The vehicle updates all content via over-the-air updates. This is how Audi ensures that all connect services always remain current. Numerous third-party apps including Spotify, YouTube, and news services can be downloaded from the Audi application store, which, like the smartphone interface, is standard. These are integrated directly into the MMI of the A6 Sedan* – a smartphone is not required for either downloading or using the interface. The Audi smartphone interface transfers the content from the smartphone directly to the vehicle's infotainment system. This makes it possible to conveniently control the navigation, telephone, music, and selected third-party apps via the MMI touch display and voice control system. Smartphones can be charged using the standard telephone tray with inductive charging.

With the improved and more intuitive touchscreen operation, customers can ideally utilize the advantages of the newly designed operating and display concept. Alternatively, numerous vehicle functions can be operated with the upgraded voice control. The voice-controlled Audi assistant provides support and learns in the process. To answer queries as thoroughly as possible, the Audi assistant accesses additional content from the internet, including weather data and general information.

By connecting to ChatGPT (provided by Microsoft Azure OpenAI Service) customers can access AI-based knowledge using everyday speech prompts. The responses generated are tailored to each question and read out individually. The Audi assistant automatically determines whether it should perform a specific vehicle function or answer a query on a different topic. If the Audi assistant is unable to answer a question, it seamlessly accesses ChatGPT without any noticeable interruption for the occupants.

More ease and safety: the driver assistance systems

The new Audi A6 Sedan* is equipped with numerous modern driver assistance systems as standard. These systems increase convenience and safety on every journey by making the driver's job easier and taking over important tasks.

The "driving and parking" assistance package is a standard feature. It includes adaptive cruise control, a speed limiter that responds to traffic signs, traffic sign recognition, a rear-view camera, and park assist plus. Other standard features include park assist plus with distance display, lane departure warning, cross-traffic assist, swerve assist, front turn assist, and the emergency brake assistant. Customers can also configure additional optional driver assistance packages.

Adaptive driving assistant plus is one of the highlights: in addition to various sensors that continuously monitor the vehicle's surroundings, it also uses high-resolution map data and cloud-based swarm data from other vehicles.

This enables the system to optimize traffic sign recognition and provide support with accelerating, maintaining speeds and distances, and with lane guidance. Based on the collated data, the system calculates the route ahead and smoothly guides the vehicle through traffic in the center of its lane with supportive steering interventions. At the same time, it reacts to vehicles ahead and merging traffic with distance control and adjusts its speed in advance to adapt to speed limits and situations such as bends, intersections, and traffic circles. In stop-and-go traffic, the system can decelerate the car to a standstill and, depending on how long it is stationary, can automatically restart it. At stop signs, speed is reduced to allow the driver to comfortably take control of the situation. Thanks to the multitude of parameters it takes into account, adaptive driving assistant plus enhances ride quality – across the entire range of speeds and in congested traffic.

Product and Technology Communications

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The Audi Group is one of the most successful manufacturers of automobiles and motorcycles in the premium and luxury segment. The brands Audi, Bentley, Lamborghini, and Ducati produce at 21 locations in 12 countries. Audi and its partners are present in more than 100 markets worldwide.

In 2024, the Audi Group delivered 1.7 million Audi vehicles, 10,643 Bentley vehicles, 10,687 Lamborghini vehicles, and 54,495 Ducati motorcycles to customers. In the 2023 fiscal year, Audi Group achieved a total revenue of €64.5 billion and an operating profit of €3.9 billion. Worldwide, an annual average of more than 88,000 people worked for the Audi Group in 2023, more than 55,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.

Fuel consumption and emissions values of the models named above:

Audi A6 Sedan TFSI 150 kW

Combined fuel consumption in l/100 km: 7.8–6.9 (30.2–34.1 US mpg);
combined CO₂ emissions in g/km: 177–157 (284.9–252.7 g/mi); CO₂ class: G–F

Audi A6 Sedan edition one TFSI 150 kW

Combined fuel consumption in l/100 km: 7.7–7.3 (30.5–32.2 US mpg);
combined CO₂ emissions in g/km: 176–165 (283.2–265.5 g/mi); CO₂ class: G–F

Audi A6 Sedan TFSI quattro 270 kW

Combined fuel consumption in l/100 km: 7.8–6.7 (30.2–35.1 US mpg);
combined CO₂ emissions in g/km: 177–153 (284.9–246.2 g/mi); CO₂ class: G–E

Audi A6 Sedan edition one TFSI quattro 270 kW

Combined fuel consumption in l/100 km: 7.7–7.2 (30.5–32.7 US mpg);
combined CO₂ emissions in g/km: 174–163 (280.0–262.3 g/mi); CO₂ class: F

Audi A6 Sedan TDI 150 kW

Combined fuel consumption in l/100 km: 5.6–4.8 (42.0–49.0 US mpg);
combined CO₂ emissions in g/km: 146–126 (235.0–202.8 g/mi); CO₂ class: E–D

Audi A6 Sedan edition one TDI 150 kW

Combined fuel consumption in l/100 km: 5.5–5.1 (42.8–46.1 US mpg);
combined CO₂ emissions in g/km: 145–135 (233.4–217.3 g/mi); CO₂ class: E–D

Audi A6 Sedan TDI quattro 150 kW

Combined fuel consumption in l/100 km: 5.8–5.0 (40.6–47.0 US mpg);
combined CO₂ emissions in g/km: 152–131 (244.6–210.8 g/mi); CO₂ class: E–D

Audi A6 Sedan edition one TDI quattro 150 kW

Combined fuel consumption in l/100 km: 5.8–5.4 (40.6–43.6 US mpg);
combined CO₂ emissions in g/km: 152–140 (244.6–225.3 g/mi); CO₂ class: E