November 2024

The Audi A6 e-tron: the new electric avant garde

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.*

In a nutshell

Reimagining the upper mid-size segment: the Audi A6 e-tron sets new benchmarks for design and range

- **Evocative design: monolithic exterior and spatial architecture that features aesthetics and ergonomics tailored to the occupants**
- **Outstanding aerodynamics and long range of up to 756 kilometers**
- **Optimal driving dynamics: adaptive air suspension offers flexibility between a high degree of comfort over long distances and sporty driving dynamics**
- **Gernot Döllner, CEO of AUDI AG: "The A6 e-tron* – our first all-electric Audi model as a Sportback and Avant – will get people excited about electric mobility."**

At the Auto Shanghai 2021 trade fair, the Audi A6 e-tron concept made its debut as the forerunner of an innovative family of all-electric volume models. Now, the Audi A6 e-tron* is being launched as a Sportback and Avant. As the second model on the Premium Platform Electric (PPE), it features the familiar strengths of the PPE in terms of performance, range, efficiency, and charging. It is also the first model on the platform with a flat floor concept. The exterior is commanding, sporty, and perfectly proportioned. The interior is shaped by Audi's new design philosophy. Depending on the chosen equipment, the A6 e-tron* offers many innovative features, such as second-generation virtual exterior mirrors, a panoramic glass roof with transparency control, and illuminated rings in the back. Since September 2024, the A6 e-tron performance* with rear-wheel drive and a system output of 270 kW (280 kW with Launch Control) and the S6 e-tron* with quattro drive and an output of 370 kW (405 kW with Launch Control), each as Sportback and Avant, can be ordered. Since October 2024, two more variants are available: a more affordable A6 e-tron* with rear-wheel drive and a smaller battery, which has a total gross capacity of 83 kWh (net 75.8 kWh), and another model with quattro all-wheel drive and the larger battery capacity of 100 kWh (net 94.9 kWh). The entry-level price for the A6 e-tron* is 62,800 euros.

"The A6 e-tron* is the first all-electric Audi model to be available as a Sportback and Avant," says Gernot Döllner, CEO of AUDI AG. "Its striking design provides the best aerodynamics in Audi's portfolio and, consequently, improved efficiency. With its long range of well over 700 kilometers and outstanding driving dynamics, it will get people excited about electric mobility."

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The exterior: elegant and progressive

The clean body design focuses on dynamism, elegance, and progressivity. The front is as harmonious and homogeneous as it is expressive.

The ultra-slim design of the daytime running lights and the wide grille give the A6 e-tron* a flat and wide appearance on the street. A black mask encircles the fully closed, inverted Singleframe, which reflects the specific design language of the e-tron models. The main headlights and other functional elements, such as the driver assistance system sensors and the air intakes, are integrated into the dark mask surrounding the vehicle, making them almost invisible.

The dynamic roof line of the A6 e-tron* rests on a strong base with a low ride height. With their sculptural and muscular shape, the quattro blister packs are contours that highlight the quattro drive system. They are a core element of the Audi design DNA.

As the heart of the car, the battery is highlighted by a black inlay in the rocker panel, which gives the car a flat, slim, and dynamic appearance when viewed from the side. It runs through to the rear and integrates the reflectors, which visually extends the length of the A6 e-tron*. The Avant also features a very flat roof line, with the C-pillar and its strong forward lean. A new formal USP of the A6 Avant e-tron*: the surrounding aluminum-look trim runs from the A-pillar to the roof spoiler for high recall value.

The rear boasts a blend of sporty elegance and impressive power. The clean architecture combined with the continuous, three-dimensional strip of lights lends the new A6 e-tron* clarity and poise. A distinctive spoiler edge completes the rear of the Sportback. The distinctive rear diffuser further emphasizes the sporty and dynamic appearance of the rear.

With a length of 4,928 millimeters, a width of 1,923 millimeters (excluding mirrors), and a height of 1,527 millimeters for the Avant and 1,487 millimeters for the Sportback, the A6 e-tron* offers maximum space, comfort, and suitability for everyday use. The wheelbase is 2,946 millimeters.

The Audi A6 e-tron* comes as standard with 19-inch five-arm dynamic wheels, which are designed as aero wheels, and in the S line, the car has 20-inch five-spoke tripod wheels in Graphite Gray. The S6 e-tron* comes as standard with 20-inch wheels. Highly attractive wheels up to 21 inches are available as an option. Nine different designs – from sporty to elegant – are available, six from Audi Sport.

The exterior of the Audi A6 e-tron* is divided into the Basic, S line, and S model variants. Up to eight exterior colors are available at market launch, including the standard color Magnetic Gray Solid as well as Glacier White Metallic, Typhoon Gray Metallic, and Mythos Black Metallic. They underline the exterior's powerful and progressive design.

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Two shades of blue are also available: Plasma Blue metallic and Malpelo Blue metallic. Daytona Gray Pearl Effect and Siam Beige Metallic are reserved exclusively for the S line and the S model.

Outstanding aerodynamics

Aerodynamics is an essential component of Audi's long success story. The aerodynamic heroes of the past, such as the Audi 100 (C3) and the Audi 80 (B3), were also mid-size vehicles.

The Cd value of the third-generation Audi 100 remains legendary. At the time, it was the aerodynamics world champion across all classes. With its Cd value of 0.30, Audi was already far outperforming its competitors as early as 1982 and continued to do so for many years. Now, the Audi A6 e-tron* is writing the next chapter in this success story. There is no contradiction between sporty design and aerodynamics at Audi: An ideal basic setup and numerous fine-tunings contribute to excellent aerodynamics and ensure an exceptionally low Cd value of 0.21 for the Sportback, which makes it the most aerodynamic Audi of all time and the best vehicle in the entire VW Group. With a Cd value of 0.24, the Avant also achieves an excellent result and is one of the best in its body segment.

The front features optimized aerodynamics and air curtains for improved airflow around the front and wheels. The greenhouse is extremely slim, and the roof line slopes backwards. Under the Singleframe of the Audi A6 e-tron*, a controllable cool-air intake ensures that the headwind can flow around this area with minimal losses. This system is optimized with additional components. The aerodynamic concept also hinges on the underbody, which is largely finished and has many fine-tuned parts, including specially adapted wheel spoilers and 3D bumpers on the front wheels, each of which has been individually fine-tuned for the Sportback and Avant models, the damping pan as well as the battery, rear axle, and sill panels. A wide, aerodynamically optimized diffuser ensures an ideal balance between rear-axle lift and Cd value. The Avant is also equipped with an additional spoiler on the diffuser. Aero bezels, i.e., lateral breakaway edges, at the rear of the A6 Avant e-tron* make it possible to achieve a clearly defined flow stall. The low roof spoiler contributes to a small wake space behind the car, which also improves aerodynamics.

The aerodynamic concept is completed by aero optimizations on some wheels of the different sizes available. For example, attractive 21-inch aero wheels with plastic covers are available. The optional virtual exterior mirrors are among the tried-and-proven aerodynamic components in the Audi Q8 e-tron*. In the Audi A6 e-tron*, they are used in the second-generation and now feature power folding. The compact cameras are streamlined, reducing the vehicle's frontal area and improving the Cd value.

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Innovative lighting technology

With the new A6 e-tron*, Audi is reinforcing its leading role in light design and technology – an important part of Audi's DNA. The three-dimensional headlights and rear lights feature digital light signatures that blend the physical and digital worlds. Depending on the chosen equipment, the Audi A6 e-tron family offers digital daytime running lights with LED technology at the front and the second-generation digital OLED rear lights at the rear.

With around 45 segments per digital OLED panel, the A6 e-tron* enables car-to-X communication and increases road safety. Thanks to a perfect symbiosis between the light design and the new technology, the lights in the Audi A6 e-tron* look more vibrant and intelligent than ever before. The second-generation digital OLED rear lights have ten 450-segment OLED panels that use a specially developed algorithm to generate a new image several times a second. The active digital light signature points the way to the future of lighting technology at Audi. At the front, the active digital light signature is created via the interaction of the algorithm with twelve segments that dim up and down. At the rear, all the digital OLED segments are used. The individual segments interact in such a way that the overall image of the light signature does not vary in light intensity.

With the second generation of digital OLED rear lights, Audi is taking light design, range of features, and safety to a new level. Proximity indication, a feature familiar from other Audi models, has been expanded in the new A6 e-tron* to include the communication light. This feature warns other road users in advance of accidents and breakdowns. To do this, the communication light in the digital OLED rear lights 2.0 warns its environment in critical road situations by displaying a specific, static rear light signature with integrated warning symbols in addition to the regular rear light graphic.

Lighting technology is also setting new standards in individualization: With eight digital light signatures in the redesigned digital daytime running lights in the Matrix LED headlights and in the digital OLED rear lights 2.0, drivers can customize their A6 e-tron* like never before, depending on the chosen equipment.

A particular highlight of the Audi A6 e-tron* is the optional illumination of the four rings at the rear. This feature clearly emphasizes the Audi corporate identity and gives the vehicle its own personality.

Interior design and MMI panoramic display

The Audi A6 e-tron* interior is systematically tailored to the user's needs. For example, the three-dimensional, high-contrast interior deliberately places elements in the foreground or background, creating a spatial architecture with aesthetics and ergonomics tailored to the occupants.

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The MMI panoramic display, which features a curved design and OLED technology, consists of the 11.9” Audi virtual cockpit and the 14.5” MMI touch display and, together with the 10.9” MMI passenger display, forms a visually distinct digital stage.

Thanks to active privacy mode, the front passenger can enjoy content, such as watching movies or streaming series, while travelling without distracting the driver. The light in the MMI passenger display is directed (privacy mode on) or diffused (content visible to everyone), depending on the car’s speed and seat occupancy.

Audi is making a huge leap forward in display technology with the optional augmented reality head-up display (AR HuD), another key element of the digital stage. The display reflects a large, tilted image plane across the windshield to the driver, showing relevant information such as speed, traffic signs, and assistance and navigation icons.

The interior features accentuate the cozy ambiance. The so-called “Softwrap” extends from door to door across the entire width of the dashboard, creating a homogeneous and welcoming sense of space. The materials used were selected with functionality in mind and clearly delineate the different areas of the vehicle interior through their design. Areas emphasizing comfort stand out with their large surfaces and soft materials. In contrast, the precisely designed operating areas come in high-quality, high-gloss black to provide the necessary clarity for interacting with the vehicle. The low-lying, slim air vents seem to disappear in the background. The displays of the optional virtual exterior mirrors are easily visible on the inside of the door where the A-pillar and door sill come together – in exactly the same field of view as traditional exterior mirrors.

Here, too, a digital wrap is created that contains the displays of the optional digital exterior mirrors and extends with the dynamic interaction light at the base of the windshield across the entire digital instrument panel. Essential functions such as mirror adjustment, lighting, and locking systems are compactly integrated into the central control panel in the driver’s door.

An optional three-zone automatic air conditioning system completes the elegant ambiance.

The interior also offers plenty of storage space. The center console features two cup holders, a mobile phone charging tray, and a storage compartment below the armrest with more than five liters of storage space. The trunk provides 502 liters of luggage space (Avant & Sportback). With the rear seats folded down, the luggage space in the Avant increases to up to 1,422 liters and in the Sportback to 1,330 liters. There is an additional 27 liters of storage space in the standard front trunk (frunk) under the hood, which is a convenient place to stow small-sized travel bags, for example. The towing capacity is 2,100 kilograms for all variants.

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Smart panoramic glass roof with transparency control

An optional innovative panoramic glass roof adds even more value to the vehicles. Unlike most predecessors, the panoramic roof's smart glass minimizes direct sunlight and turns opaque at the touch of a button. This is accomplished through polymer-dispersed liquid crystal (PDLC) technology, which can change from transparent to opaque. Electrically controllable glass components contain two PDLC film elements sandwiching the liquid crystals that give the technology its name. When no voltage has been applied to them, the crystals form a non-transparent layer, making the glass roof opaque. When voltage is applied, the crystals align, and the roof becomes transparent. It can be individually controlled like a "digital curtain" via a button in the roof module, where customers can choose from four presets.

Integrating customers' digital world: the infotainment system

The infotainment system uses Android Automotive OS as the operating system. The Audi A6 e-tron* updates content via over-the-air updates. This means that the Audi connect services and the enhanced e-tron route planner, which comes as standard, are always up to date. Apps such as YouTube are available through the Audi Application Store for third-party apps embedded directly in the MMI, eliminating the need for a smartphone.

The store gives customers access to a variety of apps. Apps from the following categories are available for the A6 e-tron* at market launch: Music, Video, Gaming, Navigation, Parking and Charging, Productivity, Weather and News. The store is constantly expanding, and the app portfolio is tailored to each specific market.

In addition to improved and more intuitive touch operation, the new display and operating concept follows global interaction trends. Voice control has been significantly expanded and now plays a key role. The driver can control many vehicle functions using Audi's self-learning voice assistant, the Audi assistant.

Furthermore, the Audi assistant can access additional online content, such as weather and general information. With the connection to ChatGPT (provided via Microsoft's Azure OpenAI Service), customers can look up information freely while driving and continue to interact with their cars using natural language.

The Audi assistant automatically recognizes whether to execute a vehicle function, search for a destination, or, for example, show the weather forecast.

The Audi system only forwards queries to ChatGPT when it cannot answer general knowledge questions. Drivers enjoy a seamless experience, as all the functions involved are integrated into the Audi assistant.

The Bang & Olufsen Premium Sound System with headrest speakers delivers optimal sound. At the heart of the system are two highly efficient amplifiers that drive 20 loudspeakers with 830 watts.

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Four are integrated into the front seat headrests, a design which enables Audi to introduce personal surround sound and personal navigation prompts and phone calls. Additional loudspeakers in the A-pillar and midrange speakers create an unparalleled 3D surround sound.

The dynamic interaction light offers a wide range of communication functions that aid the vehicle in interacting with its occupants in appropriate situations. Below the windshield, it envelops the interior and cockpit in a generous arc and helps stage the interior with a wide range of colors.

Impressive range and charging performance

Powerful, compact, and highly efficient electric motors combined with a newly developed lithium-ion battery with twelve modules and 180 prismatic cells with a total gross capacity of 100 kWh (net: 94.9 kWh) ensure a range of up to 756 kilometers (A6 Sportback e-tron* performance) or up to 720 kilometers (A6 Avant e-tron* performance). The range of the A6 Sportback e-tron* is up to 627 kilometers, 598 kilometers for the A6 Avant e-tron*. The A6 Sportback e-tron quattro* reaches a range up to 716 kilometers, the A6 Avant e-tron quattro* up to 685 kilometers.

With a system output of up to 270 kW (280 kW with Launch Control) for the A6 Sportback e-tron performance* / Avant e-tron performance* (combined power consumption in kWh/100 km: 17.0–14.0; combined CO_2 emissions in g/km: 0; CO_2 class: A), the new Audi A6 e-tron* delivers the sporty driving experience so typical of Audi. The Audi A6 e-tron performance* (combined power consumption in kWh/100 km: 17.0–14.0; combined CO_2 emissions in g/km: 0; CO_2 class: A) goes from 0 to 100 km in 5.4 seconds. Its top speed is 210 km/h.

The Audi S6 e-tron* (combined power consumption in kWh/100 km: 17.4–15.7; combined CO_2 emissions in g/km: 0; CO_2 class: A) has a system output of 370 kW (405 kW in Launch Control mode). The S6 Sportback e-tron* and the S6 Avant e-tron* (combined power consumption in kWh/100 km: 17.4–15.7; combined CO_2 emissions in g/km: 0; CO_2 class: A) go from 0 to 100 km/h in 3.9 seconds. Their top speed is 240 km/h. They have a range of up to 675 kilometers (S6 Sportback e-tron*) and up to 647 kilometers (S6 Avant e-tron*).

The entry-level variant Audi A6 e-tron* (power consumption in kWh/100 km combined: 16.6-13.6; CO_2 emissions in g/km combined: 0; CO_2 class: A) has a system output of 210 kW (with Launch Control 240 kW) and accelerates from 0 to 100 km/h in six seconds.

The Audi A6 e-tron quattro* (power consumption in kWh/100 km combined: 17.5-14.7; CO_2 emissions in g/km combined: 0; CO_2 class: A) has a system output of 315 kW (with Launch Control 340 kW) and accelerates from 0 to 100 km/h in 4.5 seconds.

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Thanks to 800-volt technology and a standard maximum DC charging capacity of 270 kW (225 kW for the entry-level variant A6 e-tron*), short charging stops are possible. At HPC (high-power charging) stations, the A6 Sportback e-tron performance* can charge up to 310 kilometers in only ten minutes.

With the entry-level variant A6 e-tron*, up to 260 kilometers of range for the Sportback and up to 245 kilometers for the Avant can be recharged in ten minutes. For the A6 e-tron quattro*, range increases up to 290 kilometers for the Sportback and up to 280 kilometers for the Avant. In 21 minutes, the state of charge (SoC) climbs from 10 to 80 percent. The intelligent, high-performance, and predictive thermal management system is an essential prerequisite for this impressive charging performance.

Equipped with Plug & Charge (PnC), the vehicle automatically authorizes and activates compatible charging stations when the charging cable is connected. Billing is also automatic. To take advantage of this system, the primary user must have an active Audi charging contract with an activated PnC certificate in the vehicle, set it up beforehand using the myAudi app, and activate the function in the MMI. The Audi A6 e-tron* enables bank charging at charging stations with 400-volt technology. The 800-volt battery is electrically divided into two banks, each with 400 volts, which can then charge in parallel with up to 135 kW. With a standard domestic wallbox, AC charging with up to 11 kW is possible. A 22 kW AC charging option will be offered at a later date.

Enhanced regenerative braking (recuperation) is a critical component in increasing the efficiency and range of the Audi A6 e-tron*. The system manages around 95 percent of everyday braking maneuvers. In this way, the Audi A6 e-tron* recuperates with up to 220 kW.

The battery's temperature and state of charge play a key role here. Both the front and rear axles are involved in recuperation. For efficiency reasons, more minor braking maneuvers are done on the rear axle alone. In addition, the rear axle is capable of higher recuperation performance thanks to the more powerful electric motor there.

The Intelligent Brake System (iBS) known from previous e-tron models has undergone significant further development in the Premium Platform Electric. For example, the electric motors can now employ the mechanical friction brake and the electric recuperation brake for axle-specific brake blending, as described.

As is typical for Audi, the Audi A6 e-tron* also gives the driver the option of two-stage coasting recuperation, adjustable via the paddles on the steering wheel. Coasting is also possible. Here, the vehicle rolls freely when the driver removes their foot from the accelerator, without additional friction torque. As an additional variant, the A6 e-tron* has driving mode B, which comes very close to what is commonly called the “one-pedal feeling”. This mode offers the strongest recuperation delay. In combination with predictive driving, driving mode B lets the driver perform nearly all braking maneuvers without using the brake pedal.

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Precise driving dynamics, high level of comfort

Audi's DNA also turns up in the suspension, which works according to a precisely defined tuning philosophy that ensures the participating suspension control systems are precisely calibrated to one another. The dynamic driving characteristics of the A6 e-tron* significantly influence the highly direct front-axle tuning, making the vehicle especially agile.

The optional adaptive air suspension – air suspension with controlled damping – gives the vehicle a wide range between a high level of ride comfort and sporty handling. Depending on the speed and the driver's personal preferences, it adapts to the road conditions and adjusts the height of the body to four different levels.

A special Audi drive select feature is the efficiency mode. In this mode, the suspension lowers the body by up to 20 millimeters, depending on the speed, improving the vehicle's aerodynamics. This helps to optimize power consumption and increases the range.

With its rear-biased tuning, the all-wheel drive ensures highly variable all-wheel drive distribution overall and is another feature that improves the driving dynamics of the Audi S6 e-tron*. The different sizes of the electric motors on the front and rear axles enable a rear-heavy torque distribution even under full load. The Audi S6 e-tron* and A6 e-tron* are equipped with mixed tires on the front and rear axles, which further improves stability and sportiness.

Always ready to assist: driver assistance systems

Audi provides numerous driver assistance system functions that make everyday use easier and significantly increase road safety for all road users.

The adaptive cruise assist plus is an innovative feature in the A6 e-tron*. It supports the driver in accelerating, braking, maintaining speed and following distance, and keeping the vehicle in its lane. This increases driving comfort, especially on long journeys. In addition to various sensors (available on a regional basis), the system uses high-resolution map data and cloud-based swarm data from other vehicles to improve handling. It uses all this information holistically to calculate the route ahead and provides a comfortable driving experience across the entire speed range and in traffic jams.

At market launch, park assist plus, a reversing camera, a traffic sign-based speed limiter, camera-based traffic sign recognition, adaptive cruise assist, rear park assist plus with distance display, lane departure warning, and attention and drowsiness detection come as standard.

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Market launch and prices

Since September 2024, the A6 e-tron performance* and the S6 e-tron*, each as Sportback and Avant, can be ordered. Since October 2024, two more variants are available: a more affordable A6 e-tron* with rear-wheel drive and a smaller battery and another variant with quattro all-wheel drive.

Prices for the A6 e-tron* start at 62,800 euros for the Sportback and 64,450 euros for the Avant. The A6 Sportback e-tron performance* costs 75,600 euros, the A6 Avant e-tron performance* 77,250 euros. The A6 Sportback e-tron quattro* costs 79,800 euros, the price for the A6 Avant e-tron quattro* is 81,450 euros.

The S6 Sportback e-tron* costs 99,500 euros and the price of the S6 Avant e-tron* is 101,150 euros.

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The facts

The most important facts about the new Audi A6 e-tron*

Exterior design and aerodynamics

- Dynamic, elegant, and progressive body
- Ultra-slim design of the daytime running lights and wide, closed Singleframe
- A surrounding aluminum-look trim from the A-pillar to the roof spoiler of the A6 Avant e-tron*
- Second-generation folding virtual exterior mirrors and flush-mounted door handles
- Eight exterior colors: Magnetic Gray Solid, Glacier White Metallic, Typhoon Gray Metallic, Mythos Black Metallic, Plasma Blue Metallic, Malpelo Blue Metallic. Daytona Gray Pearl Effect and Siam Beige Metallic exclusively for the S line and S models
- Excellent aerodynamics: cD value 0.21 (Sportback), 0.24 (Avant)

Light technology

- Eight digital light signatures for the digital daytime running lights and digital OLED rear lights 2.0, which can be displayed and changed via the MMI and the myAudi app
- Active digital light signature for front daytime running lights and rear lights
- Number of pixels per digital OLED panel 2.0: 45 segments
- Ten digital OLED panels in the rear lights with a total of 450 segments
- Significantly enhanced light design, range of functions, and road safety
- First Audi model on the European market with illuminated rings at the rear (depending on the chosen equipment)
- Communication light with proximity indication warns road users with special icons

Interior design, display and operating concept

- Interior features clear structures and creates a cozy ambiance
- Three-dimensional applications showcase high-quality materials
- Softwrap architecture runs from the doors across the entire width of the dashboard, creating a spacious feel
- Displays for the virtual exterior mirrors are easily visible on the inside of the door on the A-pillar
- Audi MMI panoramic display, in a curved design and featuring OLED technology, consists of the 11.9” Audi virtual cockpit and the 14.5” MMI touch display
- Optional 10.9” MMI front passenger display with active privacy mode
- Optional augmented reality head-up display
- New panoramic glass roof with transparency control

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Infotainment and digital services

- Store for third-party apps directly integrated into the vehicle
- Functions on demand: vehicle functions can be expanded at a later date
- Software updates available over the air (OTA)
- The Audi assistant, a self-learning system, is integrated deep into the vehicle
- Integration of ChatGPT
- Enhanced e-tron route planner

Assistance systems

- Standard safety features: Park assist plus, a reversing camera, a traffic sign-based speed limiter, camera-based traffic sign recognition, adaptive cruise assist, rear park assist plus with distance display, lane departure warning, and attention and drowsiness detection

Drive system and recuperation

- Highly integrated components, compact design, and optimized in-house production
- Electric motors take up 30 percent less space with a weight reduction of around 20 percent
- Focus on efficiency, acoustics, and modular design
- ASM (asynchronous motor) on the front axle and PSM (permanent-magnet excited synchronous machine) on the rear axle
- Hairpin winding maximizes the current conduction in the electric motor's stator
- Rotor and stator with innovative direct cooling system
- Energy-efficient silicon carbide semiconductors in pulse inverter
- Dry sump lubrication and electric oil pump in transmission
- Optimized acoustics thanks to engine supports molded on the housing
- Use of as few heavy rare earths as possible
- At market launch, there are two output levels available for each body design:
    - Audi A6 Sportback e-tron*: 210 kW of system output (240 kW in Launch Control mode), rear-wheel drive, acceleration 0–100 km/h in 6.0 seconds (with Launch Control)
    - Audi A6 Avant e-tron*: 210 kW of system output (240 kW in Launch Control mode), rear-wheel drive, acceleration 0–100 km in 6.0 seconds (in Launch Control mode)
    - Audi A6 Sportback e-tron performance*: 270 kW of system output (280 kW in Launch Control mode), rear-wheel drive, acceleration 0–100 km/h in 5.4 seconds (in Launch Control mode)
    - Audi A6 Avant e-tron performance*: 270 kW of system output (280 kW in Launch Control mode), rear-wheel drive, acceleration 0–100 km/h in 5.4 seconds (in Launch Control mode)
    - Audi A6 Sportback e-tron quattro*: 315 kW of system output (340 kW in Launch Control mode), quattro, acceleration 0–100 km/h in 4.5 seconds (in Launch Control mode)

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  - Audi A6 Avant e-tron quattro*: 315 kW of system output (340 kW in Launch Control mode), quattro, acceleration 0–100 km/h in 4.5 seconds (in Launch Control mode)
  - Audi S6 Sportback e-tron*: 370 kW of system output (405 kW in Launch Control mode), quattro, acceleration 0–100 km/h in 3.9 seconds (in Launch Control mode)
  - Audi S6 Avant e-tron*: 370 kW of system output (405 kW in Launch Control mode), quattro, acceleration 0–100 km/h in 3.9 seconds (in Launch Control mode)
- Top speed
  - Audi A6 e-tron* (Sportback & Avant): up to 210 km/h
  - Audi A6 e-tron performance* (Sportback & Avant): up to 210 km/h
  - Audi A6 e-tron quattro* (Sportback & Avant): up to 210 km/h
  - Audi S6 e-tron* (Sportback & Avant): up to 240 km/h
- Recuperation with high efficiency and high availability
- Up to 220 kW of recuperation power possible
- Brake blending for a well-controlled, constant pedal feeling
- Axle-specific blending possible

Battery, charging, and intelligent thermal management

- Lithium-ion battery with gross storage capacity of 100 kWh (net: 94.9 kWh)
- Entry-level model with a smaller battery, ten modules and a total gross capacity of 83 kWh (net: 75.8 kWh net)
- Maximum charging capacity of up to 270 kW (225 kW for the entry-level variant) at a high-performance charging (HPC) station
- 11 kW of charging power with alternating current (AC), 22 kW planned for lifecycle
- Twelve modules with 180 prismatic cells (15 cells each, connected in series)
- Battery integrated into the vehicle's crash structure and cooling system
- Homogeneous heat transfer thanks to the cooling plate integrated into the battery housing
- Underbody protection made of fiber composite material reduces weight
- Assembly of the high-voltage batteries at headquarters in Ingolstadt
- Battery management controller (BMCe) responsible for current control
- PPE HV battery enables efficient bank charging at 400-volt charging stations
- Predictive thermal management enables post- and continuous conditioning of the HV battery
- Battery heater for preconditioning the HV battery

Suspension and steering

- Audi's proven DNA also shapes the suspension and steering components for impressive driving dynamics and first-class comfort
- Front axle with improved steering response for optimized road holding and driving dynamics
- High steering precision and more steering feel with adapted software for flat-floor design
- Audi A6 e-tron* comes standard with steel spring dynamic suspension in a sporty, dynamic design and good level of comfort; air suspension available as an option
- Audi S6 e-tron* comes as standard with adaptive air suspension (high level of comfort, ride height control, and different ride heights)

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- Low ride height in Audi drive select efficiency mode for top aerodynamics and increased range
- S6 e-tron* and A6 e-tron quattro: different dimensions of the electric motors on the rear and front axles and rear-biased torque distribution for dynamic handling
- Depending on the variant and chosen equipment: equipped with special performance tires with either optimized rolling resistance and power consumption or excellent grip

Market launch and prices

- Since September 2024, the A6 e-tron performance* and the S6 e-tron*, each as Sportback and Avant, can be ordered
- Since October 2024, two more variants are available to order: a more affordable A6 e-tron* with rear-wheel drive and a smaller battery and another variant with quattro all-wheel drive
- Prices for the A6 e-tron* start at 62,800 euros for the Sportback and 64,450 euros for the Avant
- The A6 Sportback e-tron performance* costs 75,600 euros, the A6 Avant e-tron performance* 77,250 euros
- The A6 Sportback e-tron quattro costs 79,800 euros, the price for the A6 Avant e-tron quattro is 81,450 euros
- The S6 Sportback e-tron* costs 99,500 euros and the price of the S6 Avant e-tron* is 101,150 euros

Production and sustainability

- Second all-electric model from Ingolstadt and carbon-neutral production[1]
- State-of-the-art manufacturing technologies in battery assembly facility for models based on PPE at the Ingolstadt site
- Audi 360factory: Integration of individual production steps into existing structures and processes
- With the start of production of the A6 e-tron* series, the former combustion engine assembly line has become a dedicated electric model assembly facility
- New automated manufacturing technologies support employees at the Ingolstadt paint shop
- Use of recycled materials in the interior and exterior: Some processed post-consumer secondary materials are used in the production of the steel and aluminum for selected components

[1] Audi understands net-zero CO_2 emissions to mean a situation in which, after other possible reduction measures have been exhausted, the company offsets the carbon emitted by Audi's products or activities and/or the carbon emissions that currently cannot be avoided in the supply chain, manufacturing, and recycling of Audi vehicles through voluntary offsetting projects carried out worldwide. In this context, carbon emissions generated during a vehicle's utilization stage, i.e. from the moment it is delivered to the customer, are not taken into account.

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The Audi A6 e-tron in detail

The new Audi A6 e-tron

The Audi A6 e-tron* is the second model on the Premium Platform Electric (PPE) with the flat-floor variants Sportback and Avant. The model features the familiar strengths of the PPE in terms of performance, range, efficiency, and charging. The scalability and flexibility of the PPE enable a wide range of different output levels and drivetrain layouts.

The following model variants are available as Sportback and Avant: the Audi A6 e-tron* as an entry-level variant with rear-wheel drive, the Audi A6 e-tron performance* with rear-wheel drive, the Audi A6 e-tron quattro* and the S6 e-tron* with quattro drive.

The vehicle is in the upper premium mid-size segment. With a length of 4,928 millimeters, a wheelbase of 2,946 millimeters, a width of 1,923 millimeters without mirrors, and a height of 1,527 millimeters (Avant) and 1,487 millimeters (Sportback), the A6 e-tron* offers maximum space, comfort, and suitability for everyday use.

Depending on the chosen equipment, the A6 e-tron* offers many innovative features, such as second-generation virtual exterior mirrors, a panoramic glass roof with transparency control, and illuminated rings in the back. Since September 2024, the A6 e-tron* and the S6 e-tron*, each as Sportback and Avant, can be ordered. In October 2024, the range was expanded to include an entry-level variant with rear-wheel drive and a competitively priced variant with quattro drive. Prices for the A6 e-tron* start at 62,800 euros.

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Design

Evocative exterior

The clean body design focuses on dynamism, elegance, and progressivity. The front is as harmonious and homogeneous as it is expressive. The ultra-slim design of the daytime running lights and the wide grille give the A6 e-tron* a flat and wide appearance on the street. A black mask encircles the fully closed, inverted Singleframe, which reflects the specific design language of the e-tron models. The main headlights and other functional elements, such as the driver assistance system sensors and the air intakes, are integrated into the dark mask surrounding the vehicle, making them almost invisible.

The dynamic roof line of the A6 e-tron* rests on a strong base with a low ride height. With their sculptural and muscular shape, the quattro blisters are contours that highlight the quattro all-wheel drive system. They are a core element of the Audi design DNA.

As the heart of the vehicle, the battery is highlighted by a black inlay in the rocker panel, which gives the car a flat, slim, and dynamic appearance when viewed from the side. It runs through to the rear and integrates the reflectors, visually extending the length of the A6 e-tron*.

The Avant also features a flat roof line, with the C-pillar and its strong forward lean. A new visual USP of the A6 Avant e-tron*, the surrounding aluminum-look trim runs from the A-pillar to the roof spoiler for high recognizability and a lower appearance.

The rear boasts a blend of sporty elegance and impressive power. The clean architecture combined with the continuous, three-dimensional strip of light lends the new A6 e-tron* clarity and poise. A distinctive spoiler edge completes the rear of the Sportback. The distinctive rear diffuser further emphasizes the sporty and dynamic appearance of the rear.

The exterior of the Audi A6 e-tron* is divided into the Basic, S line, and S model variants. Up to eight exterior colors are available at market launch, including the standard color Magnetic Gray Solid and Glacier White Metallic, Typhoon Gray Metallic, and Mythos Black Metallic. They underline the exterior's powerful and progressive design. Two shades of blue are available: Plasma Blue Metallic and Malpelo Blue Metallic. Daytona Gray Pearl Effect and Siam Beige Metallic are reserved exclusively for the S line and the S model.

The black exterior package is available on request for the A6 e-tron* and as standard with the S line exterior or the S6 e-tron*. It features black accents for even more sportiness. The package includes Anthracite Gray Audi rings in the front and rear, black inlays in the inverted, closed Singleframe and rear diffuser, black window trim, black exterior mirror housings, black trim on the flush-mounted door handles, and black roof rails for the Avant.

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The Audi S6 e-tron* demonstrates its electric power in a sporty yet elegant way. A matt silver chrome look trim accentuates the front and rear – an exclusive feature for the S models, as are the matt silver chrome look exterior mirror housings. The horizontal blade at the rear comes in the same color, as do the elements in the Singleframe. The S6 e-tron* features black 18” brake calipers and high-gloss 20” Audi Sport five-spoke tripod wheels in Black Metallic as standard.

The Audi A6 e-tron* starts with 19” five-spoke dynamic wheels, which are designed as aero wheels, and the S line has Graphite Gray 20” five-spoke tripod wheels. The S6 e-tron* comes as standard with 20” wheels. Wheels up to 21” are available as an option. Nine different designs – from sporty to elegant – are available, six are by Audi Sport.

New interior design philosophy also featured in the A6 e-tron

The Audi A6 e-tron* interior is systematically tailored to the user’s needs. For example, the three-dimensional, high-contrast design deliberately places elements in the foreground or background, creating a spatial architecture with aesthetics and ergonomics tailored to the occupants.

The MMI panoramic display, which features a curved design and OLED technology, consists of the 11.9” Audi virtual cockpit and the 14.5” MMI touch display. Together with the 10.9” MMI passenger display, they form a clear digital stage.

The interior features accentuate the cozy ambiance. The so-called “Softwrap” extends from door to door across the entire width of the dashboard, creating a homogeneous and welcoming sense of space. The materials used are selected with functionality in mind and clearly delineate the different areas of the vehicle interior through their design. Areas with an emphasis on comfort stand out with their large surfaces and soft materials. In contrast, the precisely designed control areas come in high-quality, high-gloss black to provide the necessary clarity for interacting with the vehicle. The low-lying, slim air vents seem to disappear in the background. The displays of the optional virtual exterior mirrors are easily visible on the inside of the door where the A-pillar and door sill come together – in exactly the same field of view as traditional exterior mirrors. Here, a digital wrap is created that contains the displays of the digital exterior mirrors and extends with the dynamic interaction light at the base of the windshield across the entire digital instrument panel.

Essential functions such as mirror adjustment, lighting, and door locks are compactly integrated into the central control panel in the driver’s door. An optional three-zone automatic air conditioning system completes the premium ambiance.

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The sustainable microfiber material Dinamica and Cascade cloth are used in the Softwrap in the dashboard, door mirrors, door armrests, side bolsters, center console, and center armrest. Dinamica looks and feels like suede but comprises nearly 50 percent recycled polyester. Reminiscent of natural fibers, the Cascade cloth is made with 15 percent selvage and 35 percent recycled polyester. In the interests of protecting the environment, it is not dyed.

For the S-line and S-models, the Softwrap range always comes in black using Cascade, synthetic leather, or microfiber Dinamica, paired with contrasting stitching in the doors and instrument panel.

High-quality materials, some of which are made through recycling, are used in the seats, among other places. Cascade cloth is used in the S line version. Cascade is made of 100% polyester. Half of it is made from recycled materials such as recycled polyester or production offcuts. The sports seats in Dinamica, which comprises almost 50 percent recycled polyester, are also available with waterfall stitching and contrasting stitching in Steel Gray or Express Red. The roof liner and pillars are partly made with a 100% recycled polyester fabric. The floor mats are made of Econyl, a 100% recycled nylon fiber made from old fishing nets, leftover carpet, and industrial waste. The cargo area is also upholstered with recycled materials. Audi offers Reason cloth, made of 100% recycled polyester, for both the normal and sports seats.

The optionally available sports seat plus use a Fine Nappa leather / Milano leather combination with perforated diamond stitching. The trim strip on the instrument panel and door trim come as standard in brushed matte Anthracite aluminum.

Alternative options include the wood finishes Volcanic Gray Natural and Olive Tree Brown Natural. In the S line version and the S model, customers can choose between decorative inlays in matte brushed aluminum with linear Anthracite embossing and open-pore carbon in a square structure.

The S6 e-tron* has exclusive interior features, such as the red ring around the start/stop button, the diamond with the S lettering in the seat, and S-specific displays in the MMI. The exterior features black brake calipers with S lettering, the exterior mirror housing in a matt silver chrome look, bumpers with aluminum inlays, the sports suspension, and the e-tron Sport sound with S tuning.

Thanks to the new Premium Platform Electric, developed specifically for electric mobility, the car also boasts a spacious feel, ample room, and high suitability for everyday use. For example, the interior offers numerous storage spaces and trays. The center console features two cup holders, a mobile phone charging tray, and a compartment below the armrest with more than five liters of storage space.

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Typical of electric cars, which have a much smaller center tunnel than combustion models, the back seats are much more comfortable. The trunk provides 502 liters of luggage space (Avant & Sportback). With the rear seats folded down, the luggage space in the Avant increases to up to 1,422 liters and in the Sportback to 1,330 liters. The rear seat backrests are split-folding (40:20:40). There is an additional 27 liters of storage space in the standard front trunk (frunk) under the hood, which is a convenient place to stow small-sized travel bags, for example. The Audi A6 e-tron* has a towing capacity of 2,100 kg.

Moreover, the convenience key can be used to open the frunk from the outside with a hand gesture. The optional power closing system means the car doors shut quietly and reliably. All the user has to do is gently lower the doors into the lock; the power closing system automatically pulls doors that are not fully engaged into the lock.

Smart Panoramic glass roof with transparency control

The optional innovative panoramic glass roof adds even more value and creates a spacious feel. Unlike most predecessors, the panoramic roof's smart glass minimizes direct sunlight and turns opaque at the touch of a button. This is accomplished through polymer-dispersed liquid crystal (PDLC) technology, which can change from transparent to opaque. Electrically controllable glass components contain two PDLC film elements sandwiching the liquid crystals that give the technology its name. When no voltage is applied to them, the crystals form a non-transparent layer, making the glass roof opaque. When voltage is applied, the crystals align, and the roof becomes transparent. It can be individually controlled like a "digital curtain" via a button in the roof module, where customers can choose from four presets.

Interaction light showcases the interior

In addition, the dynamic Interaction Light (IAL) offers a wide range of communication features that help the vehicle interact with its occupants at eye level.

Below the windshield, it surrounds the interior and cockpit in a generous arc. The light strip has 84 LEDs and a brightness of up to 1,200 candela/m², meaning it is well visible even during the day. Features that help stage the interior include a welcome function and displays when the vehicle is locked and unlocked. In addition, the dynamic Interaction Light provides information such as visualizing the charge level and charging progress as light animations. The feature visually supports the dynamic turn signals but does not replace the direction indicator light in the Audi virtual cockpit. The dynamic Interaction Light is part of the ambient light package plus and appears in the same color as the contour light when inactive.

Sound systems for maximum acoustic precision

Listen to music in your car exactly as it was recorded: The optional Bang & Olufsen Premium Sound System with 3D sound and headrest speakers in the two front seats, which are optional for the sport seats plus and some sport seat variants, provides a natural and impressive sound experience with maximum acoustic precision.

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At the heart of the Bang & Olufsen Premium Sound System with headrest speakers, together with the main unit, are two highly efficient amplifiers that drives 20 loudspeakers with an output of 830 watts.

Four of them are integrated into the front seat headrests, where they support surround sound, and personal navigation, and phone calls. Additional loudspeakers in the A-pillar and midrange speakers in the D-pillar create an incomparable 3D surround sound. The “Symphoria” technology, developed by the Fraunhofer Institute, plays an important role by complementing sound dimensions essential for a natural sound, i.e., width, depth, and height. This creates a feeling of spaciousness in the car. The vehicle's interior seems acoustically larger, allowing the music to unfold in its original form. Compared to the Audi sound system, the Bang & Olufsen Premium Sound System also features vehicle noise compensation (VNC), which partially compensates for interior noise. The Bang & Olufsen Premium Sound System is also a real eye-catcher, with illuminated lettering staging the sound system at night.

Customers can also expand their sound experience at any time with features that can be booked via functions on demand. The sound improvement package adds three additional functions to the chosen sound system: 1) bass boost for a more precise and powerful bass experience, 2) automatic level adjustment for listening at the same volume when changing sources, and 3) music revitalization for improving the sound of compressed music files. Another function that is only available in the standard sound system is virtual surround sound. This function creates a virtual surround experience in the vehicle. It puts the occupants right in the middle of the action where they are surrounded by the sound of their music. The virtual environments feature, available with the Bang & Olufsen Premium Sound System, replicates sound spaces and environments. It’s like experiencing your favorite music in a concert hall, jazz club, open venue, living room, or recording studio.

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Milestone for electric mobility: new standards for range

Aerodynamics

There is no contradiction between sporty design and aerodynamics at Audi: An ideal base setup and numerous fine adjustments contribute to excellent aerodynamics and ensure an exceptionally low Cd value of 0.21 for the Sportback, which makes it the most aerodynamic Audi of all time and the most aerodynamic vehicle in the entire VW Group. With a Cd value of 0.24, the Avant also achieves an excellent result and is one of the best in its body segment.

The front features optimized aerodynamics and air curtains for improved airflow around the front and wheels. The greenhouse is extremely slim, and the roof line slopes towards the rear. Under the Singleframe of the Audi A6 e-tron*, a controllable cool-air intake ensures that the air can flow around this area with minimal losses. This system is optimized with additional components. The controllable cool-air intake consists of four vent panels operated by one common actuator. The two inner panels control the cooling air for thermal management, and the two outer smaller panels control the air for brake cooling. These are normally closed and only open when the thermal management system calls for cooling air under high loads. At speeds of 160 km/h and above, the controllable cool-air intake opens completely to optimize the balance of lift at the front and rear axles for improved driving comfort. Even when the mechanical wheel brakes are under high loads, the controllable cool-air intake opens, in turn, opening channels that guide cooling air into the front wheel arches via air control elements to the brakes. To exploit the full potential of this technology, Audi has also developed a self-sealing system consisting of a rubber lip and a plastic element. When the louvers are closed, the air pressure closes the seal against the body components around the louvers so that no gaps or leaks increase drag.

The aerodynamic concept also hinges on the underbody, which is largely finished and has many fine-tuned parts, including specially adapted wheel spoilers and 3D bumpers on the front wheels, each of which has been individually fine-tuned for the Sportback and Avant models, the damping pan as well as the battery, rear axle, and sill panels. A wide, aerodynamically optimized diffuser ensures an ideal balance between rear-axle lift and Cd value.

The Avant is equipped with an additional diffuser spoiler that compensates for the fundamental difference in aerodynamics between the Sportback and Avant silhouette. This means that the underfloor airflow is different between the two A6 e-tron variants. This is another reason the Avant uses wider 3D bumpers to improve airflow around the front wheel. Large radii are used at exposed points in the wheel arch liners to achieve the smoothest possible flow.

The wide and aerodynamically optimized diffuser is an important contributor to the excellent Cd value. Its design enables the optimum balance between rear axle lift and drag.

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Aero bezels, i.e., lateral breakaway edges, at the rear of the A6 Avant e-tron* make it possible to achieve a clearly defined flow stall. The low roof spoiler contributes to a small wake behind the car, which also improves aerodynamics.

The optional virtual exterior mirrors are among the tried-and-proven aerodynamic components in the Audi Q8 e-tron*. They are used in their second-generation on the Audi A6 e-tron* and now feature power folding. The compact cameras are streamlined, reducing the vehicle's frontal area and improving the Cd value.

The aerodynamic concept is completed by aero optimizations on some wheels of different sizes. For example, attractive 21-inch aero wheels with plastic covers are available.

The new A6 e-tron* also features top aeroacoustics. A great deal of continual attention to detail in the wind tunnel has been given to the exterior mirrors in particular. The inside of the exterior mirrors is a kind of diffuser, as the front edge of the mirrors closer to the window than its rear edge. This slows the flow, which reduces wind noise. Even the small optimizations that the A6 e-tron* uses on the mirror cover and base positively affect the aeroacoustics. In addition, three ribs on the mirror caps generate turbulence in the flow near the surface. These, in turn, prevent whistling noises on the surface of the exterior mirrors. The Audi A6 e-tron* comes as standard with acoustic glass, i.e., a composite of two thin panes with an acoustically active film in between. As a result, the panes are acoustically decoupled to let less sound through for noticeably improved acoustic comfort. All attachments, such as the antenna, have been developed so as not to interfere with the overall acoustic design. Acoustic insulation in the different areas of the vehicle rounds off the car's noise comfort features.

More powerful and intelligent battery

The high-voltage (HV) battery, newly developed for the PPE, is largely responsible for giving the car the distinction of having the longest electric range in the Audi portfolio. With an impressive range of 756 kilometers making it the model with the longest range in its segment, the Audi A6 Sportback e-tron* is highly suitable for everyday use.

The A6 e-tron* has an HV battery with a gross storage capacity of 100 kWh (net: 94.9 kWh). Compared to the battery systems Audi has used to date, the battery for the PPE consists of only twelve modules with a total of 180 prismatic cells. Each module has 15 cells connected in series. The significant enlargement of the cells correlates ideally with the 800-volt architecture to achieve the best possible compromise between range and charging performance. The mixing ratio of nickel, cobalt, and manganese in the cells is 8:1:1, with a reduced proportion of cobalt and an increased proportion of nickel, which is critical for energy density.

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Reducing the number of modules for the PPE batteries has several advantages. The battery, which can be used modularly for high-floor and flat-floor models and is therefore perfectly tailored to the A6 e-tron*, takes up less space, is lighter, and can be better integrated into the vehicle's crash structure and cooling system. It also requires fewer cables and high-voltage connectors. The number of screw connections has been significantly reduced. Additionally, the electrical connections between the modules are shorter, substantially reducing losses and weight. The cooling plate integrated into the battery housing ensures even heat transfer and, therefore, optimal battery conditioning.

The protective side skirts made of hot-formed steel are not attached to the battery but are firmly fixed to the body. The underbody protection made of fiber composite material is also new.

This design reduces weight, protects the lithium-ion battery from damage, and improves the thermal insulation between the battery and the environment. This allows the PPE's rechargeable battery to heat or cool more efficiently. The battery management controller (BMCe), a central control unit developed specifically for the PPE, is responsible for the current control required for fast and battery-saving charging. The BMCe, the “digital control room,” is completely integrated into the HV battery.

As part of permanent monitoring, the twelve cell module controllers (CMC) send data such as the current module temperature or the cell voltage to the BMCe, which sends its information, for example, regarding the state of charge (SoC), to the HCP5 high-performance computer. In turn, data is sent from this computer to the new predictive thermal management, which regulates the cooling or heating circulation as needed for optimal battery performance.

More efficient cooling and heating capacity

Cooling the powertrain components is critical to power output and charging performance. Cooling is efficient and uses little energy from the ambient air. The coolant reduces the temperature of the high-voltage battery, electric motors, and power electronics. Alternatively, the cooling circuit can cool the battery, a particularly sensitive part of the drivetrain, at higher ambient temperatures. A heat exchanger is used for cooling via the cooling circuit.

The air-to-air heat pump in the A6 e-tron* ensures greater comfort and range. By way of background information: The increased drivetrain efficiency leads to lower heat losses, i.e., less waste heat is generated. An air-to-air heat pump was added besides the water-glycol heat pump to compensate for this effect. As a result, the ambient air can also be used as a heat source for the interior in addition to the waste heat in the coolant for the electric motors, power electronics, and battery. The heat is supplied to the vehicle's interior directly via a heat exchanger. An 800-volt air PTC heater has also been developed as an effective addition, which immediately helps control the interior temperature when more heat is needed. This design eliminates heat losses that are common in heating circuits using water.

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Impressive charging performance

Charging performance is a key component of the A6 e-tron* product experience. Sophisticated HV battery thermal management, in conjunction with the 800-volt electrical system and its ecosystem, makes charging a convenient and completely worry-free experience.

For example, the Audi A6 Sportback e-tron performance* only takes ten minutes at a fast-charging station to charge a range of up to 310 kilometers under ideal conditions with a maximum charging power of 270 kW. Under ideal conditions, it takes just 21 minutes to charge the high-voltage battery from 10 to 80%. At charging stations with 400-volt technology, bank charging is possible, as is the case with the Audi Q6 e-tron*. The 800-volt battery is electrically divided into two banks, each with 400 volts of voltage, which can then charge in parallel with up to 135 kW. Both halves of the battery are first balanced according to their charge status and then charged simultaneously. As standard, the Audi A6 e-tron* can charge quickly with up to 270 kW (225 kW for the entry-level variant) at suitable HPC charging stations.

With a standard domestic Wallbox, AC charging with up to 11 kW is possible. This is enough to recharge an empty battery overnight. A 22 kW AC charging option will be offered at a later date. The charging flap opens electronically via the MMI display. After the charging cable is removed, the charging flap closes automatically. Alternatively, the user may open or close the power charging flaps manually. In addition, all drivers of all-electric Audi models benefit from the Audi charging service, and last but not least, the Audi charging hub quick-charging concept network for urban environments.

The charging management supports the international charging standard CSS (Combined Charging System). The HCP5 high-performance computer ensures fast and reliable charging processes as part of the domain computer structure of the E^3 1.2 electronic architecture.

For the European market PPE models, Audi is planning DC and AC charging options via a standard CCS combo connector on the left rear of the vehicle. An additional AC charging connection will be installed on the opposite side of the vehicle.

“Plug & Charge” functionality is standard in the A6 e-tron series. The vehicle automatically authorizes and activates the station at compatible charging stations when the charging cable is connected. This makes billing fully automatic as well.

For short charging stops: the e-tron route planner

The e-tron route planner, an Audi connect service, calculates the fastest route with the shortest possible charging stops. It assumes the total trip time, i.e., trip time and charging time, considering projected traffic and availability of charging points. In any case, it plans the stages between charging stops so that passengers arrive at their destination as quickly as possible – for example, it can recommend two short high-power charging stops instead of one long slow charging stop. The list of charging stations is updated daily.

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Route planning can be set up once inside the car or by using the convenient myAudi app before stepping in. Users are also shown basic information such as the charging power or charging connections and the plug type of the respective charging points. The system also dynamically displays availability, such as whether charging stations are available or occupied.

Alternative routes with better charging infrastructure are also considered when calculating optimal total travel time. Examples of daily updated data include detailed information such as payment and authentication options, precise operator data, and any access restrictions. The e-tron route planner gives preference to high-performance HPC charging stations.

For greater range: efficient teamwork between recuperation and friction brakes

Regenerative braking (recuperation) is a critical component in increasing the efficiency and range of the Audi A6 e-tron*. During development, Audi placed particular emphasis on increasing maximum efficiency and availability of blending at low speeds up to a standstill. This means that the Audi A6 e-tron* manages around 95 percent of everyday braking maneuvers via recuperation, i.e., using the electric motors. Under ideal conditions, the Audi A6 e-tron* recuperates with up to 220 kW. The battery's temperature and state of charge play a key role. Both the front and rear axles are involved in recuperation. For efficiency reasons, more minor braking maneuvers are done on the rear axle. In addition, the rear axle is capable of higher recuperation performance.

For the PPE, the recuperation function is no longer handled via the brake control system but rather via the HCP1– one of the five high-performance computers – which is responsible for the drive system and suspension. The influence of the drive system on the braking system increases as a result.

The Intelligent Brake System (iBS), known from previous e-tron models, has undergone significant further development in the Premium Platform Electric. This makes axle-specific brake blending, as described, possible for the first time. During braking recuperation, the system decides on an axle-specific basis whether it is necessary to use the friction brakes or whether recuperation via the electric motors is sufficient. As soon as the driver presses the brake pedal, the car begins with recuperation via the rear axle. If the driver brakes harder, the front axle also goes into recuperation mode. When the brake pedal is used even harder, the front friction brakes are added first. If braking further intensifies to use the ABS, the rear brakes provide assistance. Even in this situation, i.e., even when using ABS, the electric motors continue to recuperate at the same performance level. The transition from electric brake recuperation via the electric drive systems to mechanical braking via the hydraulically actuated friction brakes is imperceptible to the driver. Brake blending ensures a well-controlled pedal feeling with a clearly defined, constant pressure point.

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As is typical for Audi, the Audi A6 e-tron* also gives the driver the option of two-stage recuperation, adjustable via the paddles on the steering wheel with a deceleration of up to 1.5 m/s^2. Coasting is also possible. Here, the vehicle rolls freely when the driver removes their foot from the accelerator, without additional friction torque. As an additional option, the Audi A6 e-tron* has driving mode B, which comes very close to what is commonly called the "one-pedal feeling". This mode offers the strongest recuperation. In combination with predictive driving, driving mode B lets the driver perform nearly all braking maneuvers without using the brake pedal. If the driver selects the automatic function in the MMI, the vehicle recuperates automatically. It uses parameters such as the route data stored in the navigation system, including incline, curve radii, city signs, and speed limits. Another important factor is the traffic on the road ahead.

Several components are integrated into the recuperation process: the two electric motors, the HCP5 and HCP1 computers, the long-range radar, and the front camera for adaptive cruise control to scan the traffic on the road ahead, the integrated brake control system (iBS) for brake control and blending, i.e., to transition between the friction brakes and recuperation, and the HCP3, so that the recuperation performance is visible to the driver in the Audi virtual cockpit.

The A6 e-tron* also features an electronic brake control system. The technology combines the brake booster and ABS/ESC controls in one system component. Generously sized wheel brakes with ventilated steel brake discs make for outstanding deceleration values. The wheel brakes feature four-piston fixed brake calipers (six-piston on the S model) on the front axle and single-piston floating calipers with an electromechanical parking brake on the rear axle.

Powerful drive systems

Powerful, compact, and highly efficient electric motors combined with a newly developed lithium-ion battery consisting of twelve modules and 180 prismatic cells with a total gross capacity of 100 kWh (net: 94.9 kWh) enable a range of up to 756 kilometers (A6 Sportback e-tron* performance) and up to 720 kilometers (A6 Avant e-tron* performance). The A6 Sportback e-tron* has a total range of up to 627 kilometers, the A6 Avant e-tron* up to 598 kilometers. The range of the A6 Sportback e-tron quattro* is up to 716 kilometers and up to 685 kilometers for the A6 Avant e-tron quattro*.

With a system output of up to 270 kW (280 kW in Launch Control mode) for the A6 Sportback e-tron performance* / A6 Avant e-tron performance* (combined power consumption in kWh/100 km: 17.0–14.0; combined CO_2 emissions in g/km: 0; CO_2 class: A), the new Audi A6 e-tron* delivers the sporty driving experience so typical of Audi. The Audi A6 e-tron performance* (combined power consumption in kWh/100 km: 17.0–14.0; combined CO_2 emissions in g/km: 0; CO_2 class: A) goes from 0 to 100 km/h in 5.4 seconds. Its top speed is 210 km/h.

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The Audi S6 e-tron* (combined power consumption in kWh/100 km: 17.4–15.7; combined CO_2 emissions in g/km: 0; CO_2 class: A) has a system output of 370 kW (405 kW in Launch Control mode). The S6 Sportback e-tron* and the S6 Avant e-tron* (combined power consumption in kWh/100 km: 17.4–15.7; combined CO_2 emissions in g/km: 0; CO_2 class: A) go from 0 to 100 km/h in 3.9 seconds. Their top speed is 240 km/h. The range is up to 675 kilometers (S6 Sportback e-tron*) and up to 647 kilometers (S6 Avant e-tron*).

Since October 2024, two more variants are available to order: a more affordable A6 e-tron* with rear-wheel drive and a smaller battery, which has a total gross capacity of 83 kWh (net 75.8 kWh), and another model with quattro all-wheel drive and the larger battery capacity of 100 kWh (net 94.9 kWh).

The new A6 e-tron* with rear-wheel drive (power consumption in kWh/100 km combined: 16.6-13.6; CO_2 emissions in g/km combined: 0; CO_2 class: A) has a system output of 210 kW (with Launch Control 240 kW) and accelerates from 0 to 100 km/h in six seconds.

The new, additional variant with quattro drive (power consumption in kWh/100 km combined: 17.5-14.7; CO_2 emissions in g/km combined: 0; CO_2 class: A) has a system output of 315 kW (with Launch Control 340 kW) and accelerates from 0 to 100 km/h in 4.5 seconds.

Redevelopment of the electric motors focused on an electric modular axle system with optimal acoustics, efficiency, and power density. Another goal for the drive system was a scalable modular electric drive system with a high degree of component integration. The modular drive system developed from scratch for the PPE consists of three main components: the electric motor, the power electronics (pulse inverter), and the transmission. Overall, every component stands out due to greater efficiency. They are more compact and scalable than those used in the electric models of the portfolio before the introduction of PPE. As a result, torque can be varied by changing the length of the electric motor.

The electric motors developed for the PPE also take up about 30 percent less space than the previous drive systems in electric Audi models. Additionally, the new design has made it possible to reduce the weight by about 20 percent.

The highly compact and efficient electric motors are built in Győr, Hungary. The largest drivetrain plant in the world also manufactures most of the transmissions for the model.

A key advantage of the electric motors developed for the PPE is their efficiency. The primary contributors to this are a new hairpin winding in the stator, silicon carbide semiconductors in the pulse inverter, and an electric oil pump in the transmission. The hairpin winding maximizes the current conduction in the electric motor's stator. This method also enables higher winding counts: The fill factor is now 60 instead of 45 percent compared to conventional windings. Thanks to rotor oil cooling, Audi was also able to avoid using rare earths to the greatest possible extent while also increasing the power density by 20 percent.

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The power loss of the electric drive systems for the PPE fell significantly by about 50 percent compared to the Audi e-tron.

Direct cooling of the electric motors with oil, used for the first time, maintains components like stator winding and permanent magnets in the rotor in the optimal temperature range. As a result, the output based on the drive system weight for the PPE electric drive system is about 60 percent higher than that of Audi's first generation of electric drive systems. The redeveloped electric drive systems for the PPE also stand out due to particularly quiet and comfortable acoustics. Engine supports molded into a structurally optimized housing improved tooth geometry, and an electric motor rotor graduated in segments contribute to this.

The front axle of the S6 e-tron* is equipped with an asynchronous motor (ASM), which has its own power electronics and a parallel-axle, single-gear transmission. The 100-millimeter-long ASM can rotate freely if required without significant drag losses. In addition, there are no magnets in the ASM and, therefore, no rare earths. The magnetic field is generated by induction.

The rear axle features extremely compact permanent-magnet synchronous motors (PSMs) with a parallel-axle, single-gear transmission, which are exclusive for the A6 e-tron series. The PSM in the Audi A6 e-tron* and S6 e-tron* has an axial length of 200 millimeters.

The PSM on the rear axle of the Audi S6 e-tron* also has an axial length of 200 millimeters.

Overall, the efficiency measures around the new electric motors for the PPE generate 40 kilometers more range than the previous electric model portfolio. The electric motors for the PPE take up about 30 percent less space than the drive systems in the first-generation e-tron, and the weight has been reduced by around 20 percent. The 800-volt technology used in the PPE offers more than just high performance and short charging times. As a result of the higher electric voltage, thinner cables can be used to wire the battery and the electric motor. This reduces installation space, weight, and raw material consumption. Another advantage of the 800-volt technology is lower heat loss, which reduces the cooling requirement.

Power electronics have a major impact on power consumption and, consequently, on efficiency and range. For this reason, the PPE and the Audi A6 e-tron* use semiconductors made of silicon carbide for the first time, as this material is particularly efficient in the partial load ranges. The result is improved efficiency overall.

First-class driving dynamics and comfort

The Audi A6 e-tron* sets new standards in its class in terms of driving dynamics and comfort. The front axle, developed specifically for the Premium Platform Electric, has a significant influence on the driving dynamics of the Audi A6 e-tron*. Like the Q6 e-tron*, the trailing arms on the A6 e-tron* are positioned in front of the tie rods in the direction of travel.

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This results in packaging advantages for the position of the high-voltage battery. The newly developed components improve kinematic properties. A subframe now holds the steering securely in place. The optimized axle kinematics result in a noticeable increase in driving dynamics. The new front axle also improves the steering response, making the vehicle feel more agile. In addition, the stiffened torsion bar improves the steering precision. New software modules for the steering system and modified trailing further optimize steering feedback and feel.

The Audi A6 e-tron* comes as standard with a steel spring dynamic suspension. Thanks to its dynamic suspension tuning and agile front axle, the A6 e-tron* impresses with high-precision handling, almost instantaneous steering, and – typical of battery-electric flat-floor vehicles – very low roll and pitch tendencies.

The optional adaptive air suspension – air suspension with controlled damping – gives the vehicle a wide range between a high level of ride comfort and sporty handling. Depending on the speed and the driver's personal preferences, it adapts to the road conditions and adjusts the height of the body to four different levels (high +20 mm, normal, low -10 to -20 mm). In addition, the air suspension features automatic level control for different load conditions.

A special Audi drive select feature is efficiency mode. In this mode, the suspension lowers the body by up to 20 millimeters, depending on the speed, improving the vehicle's aerodynamics. This helps to optimize power consumption and increases the range.

At the same time, at lower speeds that are not aerodynamically relevant, the ride height is raised to the normal level to ensure sufficient ground clearance and comfort.

The air suspension also has a lift mode, which raises the body by 20 millimeters, for example, to leave particularly steep driveways or high curbs. At speeds of 85 km/h and above, the body is lowered back to its normal level for improved driving characteristics.

With its rear-biased tuning, the all-wheel drive ensures highly variable all-wheel drive distribution overall and is another feature that improves the driving dynamics of the Audi S6 e-tron* and A6 e-tron quattro*. The different sizes of the electric motors on the front and rear axles enable a rear-heavy torque distribution even under full load. The Audi S6 e-tron* and A6 e-tron* are equipped with different tire sizes on the front and rear axles, which further improves stability and sportiness.

Driver assistance systems

The new Audi A6 e-tron* provides numerous functions that make everyday use easier and significantly increase road safety for all road users. The adaptive cruise assist plus is an innovative feature in the A6 e-tron*. It supports the driver in accelerating, braking, maintaining speed and following distance, and keeping the vehicle in its lane.

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This increases driving comfort, especially on long journeys. Sensors used include the front radar sensor, the front camera, and the ultrasonic sensors. Depending on the region, high-resolution map data and cloud-based swarm data from other vehicles improve handling. It uses all this information holistically to calculate the route ahead and provides a comfortable driving experience across the entire speed range and in traffic jams.

At the same time, the system has distance control for vehicles on the road ahead and cars cutting into the driver's lane.

It also proactively adjusts vehicle speed to speed limits and situations such as curves, intersections, roundabouts, and ramps (highway on-ramps and off-ramps). In stop-and-go traffic, the system brakes the car to a standstill and can restart automatically, depending on the duration of the stop. The speed is reduced at stop signs, allowing the driver to easily take over. Thanks to the large number of parameters it uses, adaptive cruise assist provides a highly comfortable driving experience across the entire speed range and in traffic jams.

At market launch, park assist plus, a reversing camera, a traffic sign-based speed limiter, camera-based traffic sign recognition, adaptive cruise assist, rear park assist plus with distance display, lane departure warning, and attention and drowsiness detection come as standard.

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Lighting technology

With the second generation of digital OLED rear lights, the Audi A6 e-tron* is taking light design, range of functions, and road safety to a new level. With these innovations, the A6 e-tron* is the leader in its class in the field of advanced lighting technology. The active digital light signature, a world first introduced with the Audi Q6 e-tron*, makes a new and vibrant impression, pointing the way to the future of lighting technology at Audi.

The second generation of digital OLED technology shapes the appearance of the new Audi A6 e-tron* and significantly increases its range of functions. This technology significantly improves road safety, as impressively demonstrated by the communication light in the digital OLED rear lights.

Audi is also underscoring its leading role in personalization: With eight digital light signatures in the redesigned digital daytime running lights in the Matrix LED headlights and in the digital OLED rear lights 2.0, drivers can customize the appearance of their A6 e-tron* to suit their personal taste. These customizations are easy to make via the MMI or the myAudi app.

Active digital light signature: harmony in motion

Headlights and rear lights that appear alive at first glance: This is how customers can think of the active digital light signature. “We’ve given the light signatures their own personality and the digital world its own aesthetics at the same time,” explains César Muntada, Head of Lighting Design. The second-generation digital OLED rear lights have ten 450-segment OLED panels that use a specially developed algorithm to generate a new image several times a second. This allows the active digital light signature to demonstrate the car’s vibrancy and ability to interact by making the “brain waves” of the A6 e-tron* visible through constant movement. A software module on one of the domain computers of the Audi A6 e-tron* makes this type of light signature possible. At the front, the active digital light signature is generated via the interaction of the algorithm with twelve segments that dim up and down. At the rear, all the digital OLED segments are used. The individual segments interact in such a way that the overall image of the light signature does not vary in light intensity.

A particular highlight of the new Audi A6 e-tron* is the optional illumination of the four rings at the rear. This feature clearly emphasizes Audi’s corporate identity and gives the new A6 e-tron* its own personality.

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The second generation of digital OLED technology

“Audi recognized the potential of using OLED technology in rear lights early on and has since been the only car manufacturer to continue systematically advancing their development and digitalization. As a result, we can now offer our customers an ever-new range of lighting functions,” explains Stephan Berlitz, Head of Lighting Development, demonstrating a clear strategy behind the use of this technology. “Digital OLEDs are more efficient, lighter, and more homogeneous than traditional lighting systems,” Berlitz continues, offering a glimpse of the future: “Due to their high contrast, they are gradually turning into exterior displays, making them an important enabler of communication with the car’s surroundings.” With the next generation of digital OLEDs in the rear lights used on the Audi A6 e-tron*, Audi is significantly expanding the range of functions and design freedom while, above all, improving road safety. The digital OLED rear lights can purposefully communicate with the immediate environment (car-to-X communication). The number of segments per digital OLED panel has increased from 6 to 45 segments compared to the first generation. Ten OLED panels with a total of 450 segments are used in the rear lights of the A6 e-tron*. The new E^3 1.2 electronics architecture has its own software on one of the domain computers that allows it to control this significantly increased number of segments. The innovative digital OLED technology creates the conditions for a completely new rear light design and ensures a one-of-a-kind homogeneity and very high contrast.

There are further advantages as well: Light surface sources do not require additional reflectors, light guides, or optics, making them very efficient. These properties allow Audi’s engineers and designers to transcend the boundaries between two- and three-dimensionality in design. In other words, the brand with the four rings is creating three-dimensional shapes on two-dimensional surfaces. In addition to an expressively integrated LED light strip at the rear, 3D glass successfully separates the rear light signature from the other lighting functions.

Audi is also innovating the front of the car. The next generation of digital daytime running lights and the light modules are now visually separate, creating greater design clarity. The designers envisioned the individual LEDs in this new evolution of digital daytime running lights – 75 LEDs in total – as transparent 3D objects.

Intelligent headlights and rear lights

Audi has also taken the safety functions to a new level. Proximity indication, a feature familiar from other Audi models, for example the Q6 e-tron*, has been expanded in the new A6 e-tron* to include the communication light. This feature warns other road users in advance of accidents and breakdowns.

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To do this, the communication light in the digital OLED rear lights warns its environment in critical road situations by displaying a specific, static rear light signature with integrated warning symbols in addition to the regular rear light graphic. The assistance system thus aids Audi drivers as well as all other road users. As with the advanced traffic information system in the Audi A8, which warns road users of accidents or hazards via projections from the digital Matrix LED headlights, the communication light also uses data from the swarm. In addition, the second-generation digital OLED rear lights activate the communication light with warning symbols for emergency assist, RECAS (rear-end collision alert signal), hazard warning lights, emergency calls (eCall), roadside assistance calls, and emergency brake lights.

The communication light also adds an extra dimension to the exit warning function. Previously, it only informed the occupants when exiting the car, for example, if another car or even a bicycle was approaching. But now, the warning symbol of the communication light lights up within the rear light graphic to warn cyclists or drivers approaching the car from behind. In this way, the Audi A6 e-tron* extends its safety concept to other road users, increasing road safety for everyone.

Finally, the communication light also uses a specific light signature at the front and rear to indicate the car's park assist status in automated parking mode. This makes it clear to road users in the immediate vicinity that the vehicle is in a safe state.

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Displays and operating concept

With the new electronics architecture, Audi customers experience vehicle digitalization more directly than ever. The Audi A6 e-tron series has a fully networked digital interior based on the new E³ 1.2 architecture. Above the “Softwrap”, the digital stage dominates the interior with the Audi MMI panoramic display and the MMI passenger display. The clearly grouped displays are integrated precisely into the design concept and give the interior a spacious and airy feel.

The slim, free-standing Audi MMI panoramic display features a curved design and OLED technology and consists of the 11.9” Audi virtual cockpit and the 14.5” MMI touch display. The area within the driver’s reach is designed as an arc, and the display, with its curved shape, is oriented to the driver. What’s more, the shape of the curved display is reminiscent of the Singleframe that defines the Audi look. Special ambient lighting makes the curved display appear to float at night.

For the front passenger, the digital stage is systematically and individually complemented with the 10.9” MMI passenger display, which is perfectly integrated into the dashboard design. The optional display contains three configurable dashboard tiles and a direct access bar on the left.

Thanks to active privacy mode, the front-seat passenger can enjoy content, such as movies or streaming series, without distracting the driver while travelling. The light in the MMI passenger display is directed (privacy mode on; invisible to the driver) or diffused (content visible to everyone), depending on the car’s speed and seat occupancy.

In addition to infotainment apps, the display also lets the passenger assist the driver with navigation or finding a parking space. A digital decor is displayed as a background image if the passenger display is not used or if no passenger is detected.

Audi is making a huge leap in display technology with the optional augmented reality head-up display (AR HuD), another key element of the digital stage. The display reflects a large, tilted image plane across the windshield to the driver, showing relevant information such as speed, traffic signs, and assistance and navigation icons. The image plane is tilted forward for an enhanced AR experience, and the focus of the human eye moves along with it. This process and the high virtual image distance create the impression that the items depicted are floating up to 200 meters away and interacting directly with the environment. The displays (e.g., navigation instructions, driver assistance system displays, or song titles) are easy to read without irritating or distracting the driver. They offer significant support, particularly in poor visibility conditions.

The field of view for augmented reality content corresponds to a diagonal of around 88 inches from the driver’s perspective and is based on a new digital light processor with an improved sensor and data quality and around 1.3 million micromirrors.

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In addition to improved and more intuitive touch operation, the new display and operating concept follows global interaction trends. Voice control has been significantly expanded and now plays a key role. The driver can control many vehicle functions using Audi's self-learning voice assistant, the Audi assistant. Deeply integrated into the vehicle, the AI-supported digital assistant is now represented for the first time by an avatar in the MMI's central touch display; in addition, recognition status is visible in the Audi virtual cockpit or the augmented reality head-up display. The new voice assistant recognizes more than 800 voice commands. This allows the user to control the vehicle, entertainment, and any driving-related functions they need. The system also enables conversation and indirect commands (e.g. "My feet are cold").

The user activates the assistant with the phrase "Hey Audi." In later iterations, the Audi assistant will also be accessible via various touchpoints like the myAudi app. The new display and operating concept allows the driver to search for the nearest charging station using voice dialog and to select from the list (which is presorted using AI) using the touch display. The front passenger can also use the Audi assistant. With the help of the microphone module in the roof, the control unit for information electronics detects who is giving a command.

This allows the system to determine whether commands are relevant. In principle, the front passenger can only control functions that are relevant to them – for example, the seat heating, air conditioning settings, or the power windows on the passenger side, while the driver can control systems such as Audi drive select.

Commands are also displayed in the Audi virtual cockpit ("see what you speak"). The intelligent assistant is shown in the Audi assistant dashboard. It helps with proactive tips, inviting users to discover its many abilities.

The digital assistant continuously learns from drivers to offer them the best possible support. The system offers support in different categories. There are proactive suggestions, where context information is used to suggest situational and proactive functions for activation. And there are smart routines, i.e., recurring operating sequences that are recognized and automated, such as seat ventilation from certain outside temperatures and updating call lists.

Furthermore, the Audi assistant can access additional online content, such as weather and general information. With the connection to ChatGPT (provided via Microsoft's Azure OpenAI Service), customers can look up information freely while driving and continue interacting with their cars using natural language.

The Audi assistant automatically recognizes whether to execute a vehicle function, search for a destination, or, for example, show the weather forecast. The Audi system only forwards queries to ChatGPT when it cannot answer them, such as general knowledge questions.

Drivers enjoy a seamless experience, as all the functions involved are integrated into the Audi assistant.

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Data security has the highest priority. To ensure optimal privacy, all questions and answers are deleted after processing. In addition, ChatGPT has no access to vehicle data at any time.

A completely new MMI design has also been introduced with the new electronics architecture and the new display and operating concept. The graphical user interface (GUI) can be adapted to personal preferences, and it adapts to ambient lighting settings and the selected drive select mode.

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Infotainment – a new digitalization experience

The infotainment system uses Android Automotive OS as the operating system. The Audi A6 e-tron* updates content via over-the-air updates. This means that the latest Audi connect services and the series-standard enhanced e-tron route planner are always up to date. Apps such as YouTube are available through the Audi Application Store for third-party apps embedded directly in the MMI, eliminating the need for a smartphone.

The store gives customers access to a wide variety of apps, which can be directly loaded in the MMI independently of their smartphones. Apps from the following categories are available for the A6 e-tron* at market launch: Music, Video, Gaming, Navigation, Parking and Charging, Productivity, Weather and News.

The “Music” category includes apps such as Amazon Music or Spotify. The store is constantly expanding, and the app portfolio is tailored to each specific market. It can be selected via a separate tile in the MMI. The additional apps will then be seamlessly integrated into the MMI and available for secure and reliable use during the journey. The familiar Audi smartphone interface for integrating Apple CarPlay and Android Audi is also available in the Audi A6 e-tron*.

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E³ 1.2 as the foundation for a new level of digitalization

The core elements and central nervous system of the new E³ 1.2 electronics architecture are five high-performance computers (HCPs) that manage all vehicle functions – from the drive system and assistance systems and the infotainment and comfort systems to the safety systems and backend connectivity. The overarching goal when developing the E³ 1.2 was to create a scalable and future-proof electronic architecture that can be used throughout the VW Group. The transfer of functions from the sensor-actuator level to the computer level, i.e., the increasing decoupling of hardware and software, will be able to manage the increasing complexity in the years ahead reliably. Another development focus was high-performance and secure networking of domain computers, control units, sensors, and actuators to master more complex systems and support modularity. Another important objective was the high-performance, seamless backend connection for car-to-x swarm data applications and CPU-intensive off-board functions. Audi will introduce the new electronics architecture to all future vehicle models one by one.

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Production

A6 e-tron*: flat-floor premiere for the PPE

The Audi A6 e-tron* is the second model on the Premium Platform Electric and the first flat-floor concept on the platform designed specifically for electric mobility. The A6 e-tron* is also the first all-electric model developed by Audi as an Avant and Sportback – after the all-electric Q6 e-tron*, Q8 e-tron*, and Q4 e-tron* SUVs and the e-tron GT. The PPE was specifically developed for launching high-volume, technologically advanced models in various segments to further electrify Audi's portfolio. The flexibility of the PPE will help to ensure that future models have a unique character in addition to Audi's typical DNA. Moreover, the architecture is scalable, allowing both high- and flat-floor vehicles, such as the A6 e-tron*, to be built within a single model family.

From the outset, the components are in the right place and arranged according to functionality. The PPE also provides space for high-voltage batteries of different sizes, depending on the series and version.

Another aspect of designing a modern platform such as the PPE is ensuring it is future-proof. The PPE can be used to design rear-wheel-drive vehicles as easily as front- or all-wheel-drive models. Equally important is a high degree of flexibility for integrating future technologies. As a completely new technology platform for all-electric vehicles, the PPE combines the premium experience so typical of Audi with a high degree of excitement.

Sustainable and flexible: production of the Audi A6 e-tron*

The A6 e-tron model family, like the Q6 e-tron series built on the PPE, demonstrates the brand's aspiration to act sustainably – from production to the finished product. Step by step, the company is converting all its production sites to make fully electric models rather than building new ones. With its early decision to phase out combustion engines, Audi has also intensively promoted the transformation of its employees and qualified its workforce for future needs, such as the new battery assembly facility in Ingolstadt. With this move, the brand with the four rings is increasing its vertical range of production and bringing additional skills to the location. It is also an example of how Audi creates new job opportunities. To make production of the A6 e-tron series both sustainable and efficient, Audi consistently relies on existing structures and equipment. The brand with the four rings is integrating the series seamlessly into existing assembly lines, such as the body shop for the PPE. The bodies for the PPE models are assembled at the Ingolstadt plant on an area of around 148,000 square meters. There, 328 employees per shift and 1,150 robots build the body components for the A6 e-tron and Q6 e-tron series with an 87 percent automation rate.

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Recycled materials

Cars are largely made of aluminum, steel, plastic, and glass. Audi, therefore, pays particular attention to these valuable materials and the components of the high-voltage battery: The company is committed to gradually increasing its use of post-consumer secondary materials – i.e. materials that were already used for another purpose and have been reprocessed after their first life.

Audi is following this approach for the Audi A6 e-tron* as well. Some recycled post-consumer content is used to produce steel and aluminum for selected components. For example, the outer part of the aluminum front hatch and the steel roof frame are made in this way.

In addition to fabrics made from recycled polyester, the A6 e-tron* also uses recycled materials for the plastic components typical of electric models, such as the frunk and the adjacent covers in the front of the vehicle. Other components made from recycled plastic include the electric sound generators and the grate beneath the windshield. As with the models in the Audi Q6 e-tron series, the conventional sheet metal used here previously has been replaced by plastic components with a high proportion of secondary materials.

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Market launch and prices

Since September 2024, the A6 e-tron performance* and the S6 e-tron*, each as Sportback and Avant, can be ordered. Since October 2024, two more variants are available to order: a more affordable A6 e-tron* with rear-wheel drive and a smaller battery and another variant with quattro all-wheel drive.

Prices for the A6 e-tron* start at 62,800 euros for the Sportback and 64,450 euros for the Avant. The A6 Sportback e-tron performance* costs 75,600 euros, the A6 Avant e-tron performance* 77,250 euros. The A6 Sportback e-tron quattro* costs 79,800 euros, the price for the A6 Avant e-tron quattro* is 81,450 euros.

The S6 Sportback e-tron* costs 99,500 euros and the price of the S6 Avant e-tron* is 101,150 euros.

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Electric power consumption and emissions values of the models named above:

Audi A6 Sportback e-tron
Combined power consumption in kWh/100 km: 15.6-13.6;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi A6 Avant e-tron
Combined power consumption in kWh/100 km: 16.6-14.4;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi A6 Sportback e-tron performance
Combined power consumption in kWh/100 km: 15.9-14.0;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi A6 Avant e-tron performance
Combined power consumption in kWh/100 km: 17.0-14.8;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi A6 Sportback e-tron quattro
Combined power consumption in kWh/100 km: 16.5-14.7;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi A6 Avant e-tron quattro
Combined power consumption in kWh/100 km: 17.5-15.5;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi S6 Sportback e-tron
Combined power consumption in kWh/100 km: 16.7-15.7;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi S6 Avant e-tron
Combined power consumption in kWh/100 km: 17.4-16.4;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi Q6 SUV e-tron
Combined power consumption in kWh/100 km: 19.7-16.0;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi Q8 SUV e-tron
Combined power consumption in kWh/100 km: 25.4-20.1;
combined CO_2 emissions in g/km: 0; CO_2 class: A

Audi Q4 e-tron
Combined power consumption in kWh/100 km: 19.2-16.1;
combined CO_2 emissions in g/km: 0; CO_2 class: A