Sporty meets efficiency: the new A6 plug-in hybrid models

- **Avant and Sedan as e-hybrid quattro, each available in two power levels with up to 106 kilometers of electric range**
- **Increased efficiency and performance thanks to high-voltage battery with more capacity, smart recuperation strategy, and intelligent hybrid management**
- **All-wheel steering as standard; top-of-the-line model with 270 kW system output comes with sports suspension, S line equipment, 19-inch wheels, and red brake calipers**

Ingolstadt/Neckarsulm, May 6, 2025 – Audi is expanding the portfolio of the new Audi A6 with two plug-in hybrid models that combine maximum efficiency and superior comfort with powerful performance. Both the A6 Avant e-hybrid quattro* and the A6 Sedan e-hybrid quattro* can be ordered in two power levels: 220 kW and 270 kW system output. The new generation of high-voltage battery in the plug-in hybrids has around 45 percent more capacity than its predecessor. As a result, 25.9 kWh (net 20.7 kWh) of power is available for electric driving.

The new plug-in hybrid models offer even more flexibility and efficiency by combining the best of electric driving with the advantages of a combustion engine. Customers can choose between the Avant and the Sedan, both models featuring a long wheelbase, elongated hood, and wide track – making for a powerful and distinguished appearance. While the A6 Sedan e-hybrid quattro* exudes elegance thanks to the sweeping curve of the window's upper edge, the Avant expresses a dynamic look with its more sculpted rear end, flanking aerodynamic panels, and roof edge spoiler. Both models demonstrate a strong presence thanks to the striking rear lights, wide light strip, and Audi rings positioned high up.

The new **Audi A6 Avant e-hybrid quattro*** and the **Audi A6 Sedan e-hybrid quattro*** are both available in two power levels. The vehicles are powered by a 2.0 TFSI engine with an output of 185 kW (252 PS) and an electric motor that delivers up to 105 kW. In the versions with 270 kW and 500 Nm of torque [fuel consumption (weighted combined): 2.9–2.2 l/100 km; power consumption (weighted combined): 16.3–15.2 kWh/100 km; CO_2 emissions (weighted combined): 66–51 g/km; CO_2 class (weighted combined): B; fuel consumption with discharged battery (combined): 7.7–6.7 l/100 km; CO_2 class with discharged battery: F-E], the Avant and Sedan can accelerate from 0 to 100 km/h in 5.3 seconds.

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

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

With 220 kW and 450 Nm of torque [fuel consumption (weighted combined): 2.9–2.1 l/100 km; power consumption (weighted combined): 16.2–15.0 kWh/100 km; CO_2 emissions (weighted combined): 65–48 g/km; CO_2 class (weighted combined): B; fuel consumption with discharged battery (combined): 7.5–6.5 l/100 km; CO_2 class with discharged battery: F-E], the vehicles can accelerate from 0 to 100 km/h in 6.0 seconds. All variants can reach a top speed of 250 km/h (155 mph).

The heart of the plug-in-hybrid technology is the **high-voltage battery**: Audi has boosted its capacity to 25.9 kWh (net 20.7 kWh), a gain of roughly 45 percent compared to its predecessor. This means that both the Avant and the Sedan can drive more than 100 kilometers purely on electric power. Maximum AC charging power is now 11 kW. If the battery is completely empty, it only takes 2.5 hours to charge it to 100 percent.

The **recuperation performance** has also been improved. The degree of thrust recuperation in electric driving mode (EV -mode) can be adjusted to three different levels using paddles on the steering wheel. The new A6 e-hybrid runs on electric power for as long as possible to fully utilize the available battery charge to the driver's destination. The vehicle recovers energy automatically when this function is activated. This is based on route data stored in the navigation system. The new A6 e-hybrid quattro* can also recover energy automatically without active route guidance.

The **hybrid management system** of the new models is designed for efficiency, flexibility, and maximum customer comfort and thus automatically selects the optimal operating strategy. Two **operating modes** are available to the system: "**EV**" and "**hybrid**." In EV mode, the plug-in hybrid models run on electric power. In hybrid mode, the hybrid management system maintains a specific charge level as needed in order to save enough electrical energy for later use. In addition to the automatic hybrid mode, the desired charge level can be individually selected using a digital slider.

Combined with the quattro ultra drive and **standard all-wheel steering**, the **electrified dual-clutch transmission** plays a major role in the dynamic driving experience: it increases agility at low speeds and provides even more stability at higher speeds. This enhances driving comfort, as do more tightly sealed windows and optimized door seals. These measures ensure even more pleasant in-car acoustics compared to the predecessor, as sound insulation has been improved by up to 30 percent.

With 220 kW system output, the A6 Sedan e-hybrid quattro* **starts at 65,800 euros in Germany**, while the A6 Avant e-hybrid quattro* starts at **68,300 euros**. For the higher power level with 270 kW, prices start at **75,050 euros** for the Sedan and **77,550 euros** for the Avant, whereby the two top-of-the-line models come with very sporty standard equipment: interior and exterior S line equipment, sports suspension, larger wheels, and red brake calipers. The new e-hybrid models can be ordered **in Germany** as of **May 8, 2025**. The initial launch is planned for the summer.

You can find detailed information about the Audi A6 e-hybrid quattro models below.*

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All-wheel steering as standard; sporty equipment in top-of-the-line model

The A6 e-hybrid quattro models deliver a sporty and comfortable driving experience thanks to the electrified dual-clutch transmission in conjunction with the quattro ultra drive. The all-wheel steering, which comes as standard in all A6 e-hybrid variants, also contributes to this. It enables dynamic handling and a high level of comfort by turning the rear wheels up to five degrees in the opposite direction to the front wheels at speeds of up to roughly 60 km/h (37.3 mph). This decreases the turning circle, making the vehicle more agile in city traffic and tight bends. At medium and higher speeds, the rear wheels turn in the same direction, enabling stable and even more precise handling.

The variants with 270 kW system output and standard S line exterior equipment are particularly sporty, as the black Singleframe has a larger structure and the front air intakes, divided into two parts, feature a more striking design. The latter are finished in matt anthracite chrome, as is the trim piece around the diffuser with its sportier design. The dynamic look is complemented by the sports suspension with tighter springs/damper tuning and that lowers the A6 e-hybrid by 20 millimeters relative to the standard suspension. Nineteen-inch wheels and red brake calipers are also included. In the interior, sport seats with pronounced side bolsters provide increased lateral support when cornering, and the leather three-spoke sport steering wheel ensures good grip.

What's more, all A6 plug-in hybrids are equipped with a three-zone automatic air conditioning system that enables automatic control of the air temperature and distribution individually for the driver, front passenger, and the rear.

Comfortable in-car experience thanks to improved aeroacoustics

Improved aerodynamics and overall vehicle acoustics also contribute to the excellent driving comfort. For example, sound insulation in the vehicle has been improved by up to 30 percent compared to the previous model. More tightly sealed windows and optimized door seals ensure more pleasant acoustics in the interior, thereby enhancing onboard well-being. A tailgate seal on the Sedan also significantly reduces wind noise. Optional acoustic glazing is now available for the rear door windows as well as the front side windows. Newly developed engine and transmission mount bushings make for a smoother and quieter ride. The shape of the transmission gear teeth has also been optimized, which benefits the acoustics of the S tronic as well. Moreover, all tires 19 inches or larger have noise absorbers. These are foam rings on the inside of the tire that reduce air vibrations there and thus have a positive effect on the noise level in the vehicle.

Intelligent drive management for greater efficiency

The hybrid management system of the new plug-in hybrids (PHEV) automatically selects the optimum operating strategy. The electric drive is provided by a permanently excited synchronous motor with a peak output of 105 kW. The electric motor is integrated into the housing of the seven-speed S tronic.

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The full system torque is available even at close to idle speed – an impressive 500 Nm with 270 kW system output [fuel consumption (weighted combined): 2.9–2.2 l/100 km; power consumption (weighted combined): 16.3–15.2 kWh/100 km; CO_2 emissions (weighted combined): 66–51 g/km; CO_2 class (weighted combined): B; fuel consumption with discharged battery (combined): 7.7–6.7 l/100 km; CO_2 class with discharged battery: F-E] and 450 Nm with 220 kW system output [fuel consumption (weighted combined): 2.9–2.1 l/100 km; power consumption (weighted combined): 16.2–15.0 kWh/100 km; CO_2 emissions (weighted combined): 65–48 g/km; CO_2 class (weighted combined): B; fuel consumption with discharged battery (combined): 7.5–6.5 l/100 km; CO_2 class with discharged battery: F–E]. The power electronics (pulse inverter) used in the plug-in hybrid models of the A6 are a new development. The pulse inverter is smaller, lighter, and more efficient, thus reducing electrical consumption. Consumption in hybrid mode is therefore also lower.

Battery capacity and energy density significantly increased

Audi has boosted the capacity of the new high-voltage battery (HV battery) in the rear of the vehicles to 25.9 kWh (net 20.7 kWh), a gain of roughly 45 percent compared to its predecessor. In contrast, the required installation space has only increased slightly in view of the significantly increased capacity. The HV battery measures 962 × 996 × 177 millimeters (39.1 × 39.2 × 7.0 in). The further developed and significantly optimized interaction between the mechanical friction brake and energy recovery via the electric motor has also improved the individually adjustable regenerative braking performance.

The battery cells are arranged in a single layer due to the available space in the rear section of the car. The entire impact structure is embedded in the battery housing. Each prismatic cell stores 46 percent more energy than the cells previously used in low-floor vehicles in the C segment. Each cell has a charge capacity of 70 ampere-hours (Ah). The raw material composition of the 102 cells enables a higher energy density. The battery's energy is bundled into six stacks, each with 17 cells. With its cell-to-pack design, Audi is pursuing a new approach to battery cell arrangement that was first used in the PHEVs of the A5 series. In this process, the cells are no longer placed in a battery module but are glued directly into the battery housing. The higher packing density that results from this means that the energy content and energy density of the HV system can be increased while taking up less space. Thanks to technical developments in cell chemistry, higher electrical output is available compared to the previous generation, even at a low state of charge and low outside temperatures.

The maximum possible AC charging power has been increased from two-phase 7.4 kW to three-phase 11 kW, depending on the respective infrastructure. With this increased power, the HV battery's zero-to-100-percent charging time has been reduced to just 2.5 hours. A charging cable (mode 3, plug type 2) for convenient charging at home and on the road is included as standard. Audi's own charging service, Audi charging, provides access to numerous AC-charging points in 29 European countries on request.

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More energy recovery in overrun and braking mode

Compared to its predecessors, Audi has significantly increased regenerative braking performance in the new A6 e-hybrid quattro*. The phases in which the driver takes their foot off the accelerator pedal are crucial for the efficiency of the plug-in hybrid drive. In such situations, overrun recuperation is controlled by a defined deceleration depending on the selected drive level. Automatic recuperation can also be preset in the MMI in drive levels D and M. The vehicle varies the recuperation autonomously. The parameters for this are route data stored in the navigation system, such as gradients, curve radii, place-name signs, and speed limits. Another important factor is the traffic ahead. As soon as automatic regenerative braking is selected, predictive signals are fed into the overrun regenerative braking function with the help of Predictive Efficiency Assistant (PEA). The new A6 e-hybrid quattro* can also recover energy automatically without active route guidance.

When the brake pedal is pressed during deceleration, the A6 plug-in hybrid models can recover up to 88 kW of power. When operated as a generator, the electric motor accounts for more than 90 percent of all deceleration processes. The integrated brake control system with blending capability (iBRS) ensures pressure-free braking and the best possible energy recovery. The hydraulic wheel brakes are only used for harder braking maneuvers.

Recuperation level adjustable via steering-wheel paddles

Thanks to the new E3 electronics architecture used in the Premium Platform Combustion (PPC), the degree of thrust recuperation in electric driving mode (EV mode) can be adjusted to three different levels using paddles on the steering wheel, just like in the all-electric models. Electric braking and thus the recuperation level are selected using the left paddle (minus). It can be deactivated again using the right paddle (plus). The paddles can thereby be used to set a higher level of deceleration before a turn, for example. At level zero, the plug-in hybrid coasts freely without additional drag torque when the foot is taken off the accelerator pedal. This means that energy is only recovered when the brake is applied.

Intelligent operating strategy for maximum efficiency

Two operating modes are available in the new A6 PHEV models: “EV” and “hybrid.” In EV mode, the PHEV models run on electric power. The combustion engine is only turned on in the following situations: deliberately deselecting EV in the switch bar below the panoramic display or via the MMI; in driving program S; via the selected mode of the Audi drive select dynamic handling system; or when starting route guidance with hybrid assist activated. If navigation route guidance is activated, the hybrid assistant takes the route data into account when selecting the drive mode. The combustion engine also engages during kickdown, and EV mode is deactivated until the kickdown action is over. If none of these situations occur, both new PHEV models use the HV battery in EV-mode until it is completely discharged. The digital slider used to control the desired state of charge via the MMI in hybrid mode cannot be operated in EV mode; that is because the battery charge will be fully utilized in electric mode. Speeds of up to 140 km/h are possible in EV mode. The PHEV models can be started either in EV mode or in hybrid mode. The mode used last is the default mode for when the vehicle is started next.

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When driving in hybrid mode, the hybrid management system maintains a specific charge level as needed in order to save enough electrical energy for later use, for example for electric driving in the city. The A6 Sedan e-hybrid quattro* can drive up to 111 km (69.0 mi) on electric power alone according to the WLTP EAER City value. When it comes to efficiency-optimized consumption, hybrid mode is most efficient for both short and long distances. Depending on the driving situation and the driver's power needs, the operating strategy decides whether to drive in electric or hybrid mode in order to be as efficient as possible. The A6 PHEV models prefer to drive in electric mode in urban areas. At higher speeds, the proportion of hybrid driving increases. With active route guidance, the operating strategy takes the planned route into consideration; the best possible energy configuration for the desired route is automatically selected. To achieve the highest efficiency, the vehicle calculates which parts of the route are suitable for electric driving. For example, electric driving is preferable where speeds are likely to be low, such as in urban areas and traffic jams. When the hybrid assistant is activated and route guidance is on, settings such as the desired charge level will be overwritten to ensure an efficient operating strategy.

In addition to the automatic hybrid mode, the desired charge level can be individually selected using a digital slider. Drivers can use it to precisely define how high the charge level of the HV battery should be in order to drive the desired distance in electric mode. The charge level can also be set before your trip so that there will be enough energy available for electric driving at the destination if so desired, or if there is no charging option there.

The desired charge level can be set using a digital slider on a percentage scale. If the target state of charge (SoC) is lower than the current SoC, the battery will be discharged down to the target level. If the target and current values match, power will mainly come from the combustion engine – in order to maintain the current SoC. If the target SoC is higher than the current SoC, the vehicle will be powered by the combustion engine – in order to recharge the battery. The battery is charged with a view to maximizing efficiency and minimizing environmental impact. This means that the combustion engine only charges the battery at speeds above 65 kilometers per hour (40 mph); at low speeds, the charge level is simply maintained. This maximizes efficiency and enables partially electric driving in the city or in stop-and-go traffic. The HV battery can be charged in this way up to a 75-percent state of charge. This ensures that the battery is charged with maximum efficiency while driving. To increase the battery's charge above 75 percent, an external AC charging source is required.

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

In 2024, the Audi Group delivered 1.7 million Audi vehicles, 10,643 Bentley vehicles, 10,687 Lamborghini vehicles, and 54,495 Ducati motorcycles to customers. In the 2024 fiscal year, Audi Group achieved a total revenue of €64.5 billion and an operating profit of €3.9 billion. As of December 31, more than 88,000 people worked for the Audi Group, more than 55,000 of them at AUDI AG in Germany. With its attractive brands and numerous new models, the group is systematically pursuing its path toward becoming a provider of sustainable, fully networked premium mobility.

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

Audi A6 Avant e-hybrid quattro 220 kW
Fuel consumption (weighted combined): 2.8–2.2 l/100 km; power consumption (weighted combined): 16.2–15.2 kWh/100 km; CO_2 emissions (weighted combined): 65–51 g/km; CO_2 class (weighted combined): B;
fuel consumption with discharged battery (combined): 7.6–6.7 l/100 km; CO_2 class with discharged battery: F–E

Audi A6 Avant e-hybrid quattro 270 kW
Fuel consumption (weighted combined): 2.9–2.4 l/100 km; power consumption (weighted combined): 16.3–15.4 kWh/100 km; CO_2 emissions (weighted combined): 66–54 g/km; CO_2 class (weighted combined): B;
fuel consumption with discharged battery (combined): 7.7–6.9 l/100 km; CO_2 class with discharged battery: F

Audi A6 Sedan e-hybrid quattro 220 kW
Fuel consumption (weighted combined): 2.8–2.1 l/100 km; power consumption (weighted combined): 16.1–15.0 kWh/100 km; CO_2 emissions (weighted combined): 63–48 g/km; CO_2 class (weighted combined): B;
fuel consumption with discharged battery (combined): 7.5–6.5 l/100 km; CO_2 class with discharged battery: F–E

Audi A6 Sedan e-hybrid quattro 270 kW
Fuel consumption (weighted combined): 2.8–2.2 l/100 km; power consumption (weighted combined): 16.1–15.2 kWh/100 km; CO_2 emissions (weighted combined): 63–51 g/km; CO_2 class (weighted combined): B;
fuel consumption with discharged battery (combined): 7.5–6.7 l/100 km; CO_2 class with discharged battery: F–E