



**Communications Model Lines, Innovation and Technology**

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**PRESS INFORMATION**

**The new Audi A6 Avant**

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**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.**



Condensed information

## **Practical. Beautiful. Sporty. The new Audi A6 Avant**

**High variability and a dynamic, elegant design, supreme comfort and increased sportiness – the new Audi A6 Avant unites opposites. For improved efficiency, it combines various driver assistance systems with the powertrain management of the standard mild hybrid system. The suspension is both comfortable and sporty. The fully digital MMI touch response operating system is intuitive and allows for a high degree of personalization. Comprehensive connectivity provides for increased travel comfort.**

### **Inviting – the spaciousness, the interior and the body**

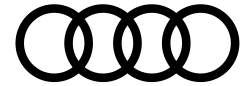
The new Audi A6 Avant measures 4.94 meters (*16.2 ft*) long, 1.89 meters (*6.2 ft*) wide and 1.47 meters (*4.8 ft*) high. Its interior is even more spacious than that of the predecessor model. It beats the competition with front and rear elbow room as well as with rear knee room. The folding rear seat is split three ways.

As with the predecessor model, luggage capacity is 565 liters (*20.0 cu ft*) in the base configuration, and that despite the sharply sloping D-pillar and rear window. This increases to 1,680 liters (*59.3 cu ft*) with the rear seats folded down. A power tailgate and power luggage compartment cover are standard; Audi offers a sensor-controlled tailgate in combination with the convenience key. Other standard features include a system of rails with four lashing points integrated into the loading floor, a tensioning strap and two fastening hooks. The optional load-securing kit with telescopic bar and strap allow you to divide the luggage compartment to your exact requirements. The optional swiveling trailer towing hitch features an electric release function. Also available as an option is the camera-based trailer maneuver assist, which helps the driver when reversing and maneuvering with a trailer. The lower MMI touch display can be used to steer the trailer.

The new Audi A6 Avant is perfectly at home on long journeys, due in part to the low interior noise level. Aeroacoustics and aerodynamics are top-notch; the base model to follow later has a Cd value of 0.27. With its high rigidity, the steel and aluminum body lays the foundation for the high degree of acoustic comfort on board as well as for excellent handling. New optional comfort and convenience features such as the large panoramic glass sunroof, new seats or the optional air quality package with two different scents and ionizer make the A6 Avant an ideal touring car.

### **Dynamic and elegant – the exterior design**

Attractive station wagons go by the name of Avant. The new A6 Avant underscores this Audi claim by combining high everyday utility with dynamic design. It is the first Avant model in the new Audi design language, which is characterized by large, athletically taut surfaces, sharp lines and short overhangs.



A wide, low Singleframe grille dominates the front of the new A6 Avant. A distinctive silhouette with a stretched front end and trapezoid window surfaces characterize the side view. Brawny blisters over the wheel arches emphasize the quattro drive. The sinewy roof line flows into a roof edge spoiler, which makes the side view appear even longer. The Avant's D-pillars and rear window are particularly sloping, which reinforces the dynamic appearance. An aluminum trim strip joins the two rear lights and visually underscores the width of the car. As alternatives to the series version, customers can choose the sport and design trim lines as well as the S line exterior package.

### **See and be seen – the lighting design**

The new A6 Avant rolls off the assembly line with LED headlights as standard. Audi offers Matrix LED headlights and HD Matrix LED headlight with high-resolution, adaptive high beam as options. Five horizontal lines draw the daylight running light signature with this option. The optional dynamic turn signal and the pulsating coming-home and leaving-home sequences set additional accents.

### **House beautiful – the interior design**

The elegant, puristic architecture in the interior of the new Audi A6 Avant harmonizes perfectly with the operating concept. Dominating the slender instrument panel is a black, glass-like surface into which the upper MMI touch response display is integrated. This display is tilted toward the driver. The emphatically horizontal body line in the interior underscores the impression of generous space. In the dark, the optional contour ambient lighting package highlights this spaciousness.

Audi offers a choice of four trim lines in addition to the base version: sport, design, design selection and S line sport package, each of which has its own color concept. The shades are progressive and elegant; the materials are sophisticated and includes such things as Valcona leather and trim panels in open-pore wood. The S line exterior package can be combined with any of the trim lines.

### **Safety and convenience – the driver assistance systems**

With frequent drivers and commuters in mind, the A6 Avant provides an extensive range of driver assistance systems. These use refined control mechanisms to enhance convenience and provide additional support for drivers' tasks. Besides the standard "Audi pre sense front" emergency braking assist, customers can choose a total of 39 assistants in two different packages. The individual systems are bundled into the packages City and Tour.

The Tour package includes the adaptive cruise assist with narrowed road assist. It conveniently handles longitudinal and lateral guidance in stop-and-go traffic right down to a standstill and over the entire speed range, and also supports the driver by accelerating and braking to maintain the set speed or distance to the vehicle ahead.



The supplemental efficiency assist function enables the adaptive cruise assist to predictively adjust speed to speed limits, curves and roundabouts. If route guidance is active, it can even adjust speed for turns. The driver sees the target speed on the display. In doing so, the system always adapts the driving style to the selected driving program, from efficient to sporty.

Another highlight is the emergency assist, which provides for greater safety. It detects when the driver is inactive and provides a visual, acoustic or haptic warning depending on the hazard. If this does not prompt a reaction, the system takes control of the A6 Avant and automatically stops it in its own lane with the hazard warning lights on. This also activates pre sense safety measures and, depending on the country, triggers an automatic emergency call.

With the City package, five systems assist the driver: The crossing assist warns of critical cross-traffic in front of the car, and Audi pre sense 360° warns of vehicles approaching from the side. The rear cross traffic assist detects approaching vehicles when slowly driving backwards, for example when pulling out of a parking spot perpendicular to the road. Exit warning and lane change warning supplement the package. Additional systems, such as the trailer maneuver assist, are available separately.

All of these systems are managed by the central driver assistance controller (zFAS). It continuously generates a differentiated model of the car's surroundings. Depending on the equipment level, it uses data from as many as five radar sensors, six cameras, twelve ultrasonic sensors and a laser scanner.

#### **Attentive and accommodating – the infotainment**

The standard infotainment system in the new Audi A6 Avant is MMI navigation, which can be upgraded to the top system, MMI navigation plus. Its data transfer module supports the LTE Advanced standard and incorporates a Wi-Fi hotspot. The self-learning navigation system recognizes the driver's preferences based on previous journeys and uses this information to make intelligent suggestions as a destination is being entered. The route is calculated online on the servers of service provider HERE and also in the car.

The Audi connect portfolio offers numerous online services, including several Car-to-X services. With the optional Audi connect key, customers can lock and unlock their new A6 Avant via an Android smartphone. The myAudi app connects the car with the owner's smartphone. The Audi phone box enables telephony via the Voice-over-LTE protocol. The Bang & Olufsen Advanced Sound System uses a total of 19 speakers to deliver fascinating 3D sound, including in the rear.



### **Efficient and powerful – the mild hybrid technology**

All engines in the new A6 Avant come with Audi's new mild hybrid technology (MHEV). In real-world driving, this can reduce fuel consumption by up to 0.7 liters per 100 kilometers. With the V6 engines, it operates with 48 V, while the four-cylinder engines use a 12 V electrical system. The belt alternator starter, the heart of the MHEV system, recovers up to 12 kW with the 48 V system during braking and feeds the electricity into a separate lithium-ion battery. At speeds between 55 and 160 km/h (*34.2 and 99.4 mph*), the A6 Avant models can coast with the combustion engine deactivated. The start-stop range begins at 22 km/h (*13.7 mph*), 15 km/h (*9.3 mph*) with the 150 kW, four-cylinder diesel engine.

### **Intuitive and clear – the MMI touch response operating system**

In the MMI touch response operating concept of the new Audi A6 Avant, the driver controls nearly all functions on two large displays. The driver manages infotainment and navigation on the upper, 10.1-inch display (when equipped with MMI navigation plus). The 8.6-inch display below that is used to for climate control, comfort and convenience functions and text input, during which the driver can rest their wrist on the gear selector lever.

With its haptic and acoustic feedback, the MMI touch response technology is fast and safe. Operation is via touch and swipe gestures, just like with a smartphone. The menu structure is logical and flat. Direct access buttons for various functions on the upper screen and shortcuts on the lower screen allow the user to personalize the arrangement of many icons.

MMI navigation plus also includes the fully digital Audi virtual cockpit, which has a 12.3-inch screen and is operated with the multifunction buttons on the steering wheel. A head-up display is optionally available. The standard natural language voice control turns the new A6 Avant into a dialogue partner. It uses both onboard data as well as information from the cloud to respond to commands and questions. Individual profiles for up to six users plus a guest profile can be used to store roughly 400 preferred settings for a number of vehicle functions and features.

### **Unprecedented spread – the chassis**

Compared with the previous model, the suspension of the new A6 Avant offers an even wider spread between dynamics and comfort. The standard progressive steering, which is already direct, works with greater return forces as steering angle increases for a sporty driving feel. Its new control concept provides intense road feedback without transferring unpleasant jolts to the steering wheel.

Audi offers dynamic-all-wheel steering as an option. It combines maneuverability, agility and stability in a whole new way. At speeds up to 60 km/h (*37.3 mph*), the rear wheels turn as much as five degrees in the opposite direction to the front wheels. Rear-axle steering thus reduces the Avant's turning circle by as much as one meter (*3.3 ft*) to 11.1 meters (*36.4 ft*). This makes the A6 Avant much more agile on winding country roads. At higher speeds, the front and rear wheels turn in the same direction. This improves both straight-line tracking and stability when changing lanes.



Audi offers a choice of four suspension variants in the new A6 Avant: the standard steel-spring suspension, the sport suspension, the suspension with damper control and the adaptive air suspension, also with controlled dampers. In addition to the dampers and the air springs, the electronic chassis platform (ECP) also manages the dynamic all-wheel steering and the sport differential, which actively distributes the drive torque as needed between the rear wheels during fast cornering.

The driver can adjust the settings for all controlled suspensions in the Audi drive select dynamic handling system – in the modes efficient, auto, comfort and dynamic. The dynamic all-wheel steering varies its ratio and the degree of feedback, for example. The new Audi A6 Avant stands on wheels measuring up to 21 inches, which boast exceptional ride and noise comfort even at this size.

### **Three winners – the engines**

The new Audi A6 Avant will launch on the European markets with three turbocharged engines. The entry-level engine is a 2.0-liter, four-cylinder TDI with an output of 150 kW (204 hp) in the A6 Avant 40 TDI (combined fuel consumption in l/100 km: 4.9 – 4.5\*; combined CO<sub>2</sub> emissions in g/km: 129 – 119\*). Above that are two V6 TDI engines with a displacement of 3.0 liters. These have an output of 170 kW (231 hp) in the A6 Avant 45 TDI (combined fuel consumption in l/100 km: 5.9 – 5.7\*; combined CO<sub>2</sub> emissions in g/km: 155 – 147\*) and 210 kW (286 hp) in the A6 Avant 50 TDI (combined fuel consumption in l/100 km: 5.9 – 5.7\*; combined CO<sub>2</sub> emissions in g/km: 155 – 147\*).

The two V6 TDI units forward their power to an eight-speed tiptronic; the 2.0 TDI to a seven-speed S tronic. quattro all-wheel drive is standard equipment with the V6 engines. Variants with tiptronic feature a self-locking center differential. In combination with the S tronic, the quattro ultra technology instantly connects the rear-wheel drive when necessary. The optional sport differential is the ideal supplement to the V6 TDI units. During sporty cornering, it actively distributes the torque between the rear wheels.



Facts and figures

## The new Audi A6 Avant

### Spaciousness, variability, interior and body

- Interior with even more space than in the predecessor model, length (+21 mm *(0.8 in)*), front head room (+9 mm *(0.4 in)*), rear head room (+14 mm *(0.6 in)*), shoulder room (+7 mm *(0.3 in)*), more rear knee room
- Luggage capacity of 565 to 1,680 liters *(20.0 to 59.3 cu ft)*, power tailgate and luggage compartment cover standard, optional foot gesture activation
- Rail system in luggage compartment standard, optional load-securing kit with telescopic bar and strap
- Newly designed seats, optionally with customized contour seats and S sport seats
- Optional panoramic glass sunroof and [air quality package](#) with ionizer and fragrancing
- Body in steel-aluminum hybrid construction, very high torsional stiffness, greater acoustic comfort and improved aerodynamics with Cd value of 0.27 with future base model

### Exterior design and lighting design

- First Avant model with the new Audi design language, combination of dynamic appearance and high utility
- Front with wide and low Singleframe grille, long, sinewy roof line and dynamically sloping D-pillars and rear window
- Side view with distinctive blisters over the wheels, trapezoidal window line, sloping D-pillar
- Growth compared with the predecessor model to 4,939 millimeters long (+12 mm) *(16.2 ft, +0.5 in)*, 1,886 millimeters wide (+24 mm) *(6.2 ft, +0.9 in)*, 1,467 millimeters high (+6 mm) *(4.8 ft, +0.2 in)* and wheelbase of 2,924 millimeters (+12 mm) *(9.6 ft, +0.5 in)*
- Optional [HD Matrix LED headlights](#) with high-resolution high beams, dynamic turn signals and coming-home/leaving-home sequence in headlights and rear lights

### Interior design, colors and materials

- Futuristic interior design, fusion of black-panel design and operating concept
- Two displays, only a few buttons and dials, custom-configurable
- Four optional trim lines sport, design, design selection and S line sport package; new colors; sophisticated materials such as Valcona leather and open-pore wood panels
- Optional contour and ambient lighting for the interior

### Driver assistance systems

- Two packages with driver assistance systems, including new features such as [crossing assist](#), [adaptive cruise assist](#) and the emergency assist
- [Trailer maneuver assist](#) for safe and precise maneuvering and parking optionally available
- Sensor set with up to five radar sensors and [laser scanner](#), front camera and 360 degree cameras, data fusion in standard [central driver assistance controller \(zFAS\)](#)



## Connectivity

- Optional MMI navigation plus, data transfer via LTE Advanced and Wi-Fi hotspot
- Navigation with self-learning function and online route planning at [HERE](#), free updates
- Optional [Bang & Olufsen Advanced Sound System](#) with 3D sound even in the rear [Audi phone box](#) for highly convenient telephony
- New services in [Audi connect](#) portfolio, including [Car-to-X](#) services
- New [myAudi app](#) to seamlessly connect smartphone and car

## Broad-based electrification

- V6 engines with 48-volt main electrical system and [mild hybrid technology \(MHEV\)](#) using belt alternator starter and additional lithium-ion battery
- Four-cylinder engines with 12-volt MHEV
- MHEV technology for coasting with deactivated engine, with up to 12 kW recuperation and extended start-stop range, consumption reduction in real-world driving of up to 0.7 liters per 100 kilometers (four-cylinder up to 0.3 liters per 100 kilometers)

## User operation

- New [MMI touch response](#) operating and display concept: two large touchscreens with tactile and acoustic feedback, text input and additional functions
- [Natural language voice control](#) standard with simultaneous processing onboard and in the cloud
- Optional [Audi virtual cockpit](#) with controls on the steering wheel and [head-up display](#)
- [Personalization](#) for some 400 functions in a total of seven individual profiles

## Chassis

- Wide spread between comfort, stability and sportiness
- Optional sport suspension, [suspension with damper control](#) and [adaptive air suspension](#) with controlled dampers; wheel sizes up to 21 inches
- Direct-ratio [progressive steering](#) standard, new control for clearer feedback
- Optional [dynamic all-wheel steering](#) with variable ratio at the front axle and rear wheels that turn up to five degrees in the direction of the front wheels or two degrees opposite thereof
- [Audi drive select](#) dynamic handling system with various profiles, [electronic chassis platform \(ECP\)](#) for networked control of adjustable components

## Drive system

- Two V6 TDI units and one four-cylinder TDI; output from 150 kW (204 hp) to 210 kW (286 hp), torque 370 to 620 Nm (*272.9 to 457.3 lb-ft*)
- All engines with high efficiency, strong power delivery and supreme refinement
- Both V6 TDI units with [eight-speed tiptronic](#), 2.0 TDI with [seven-speed S tronic](#)
- quattro drive for all V6 TDI models standard, optionally with [sport differential](#)



[The car in detail](#)

## **The new A6 Avant: Attractively practical. Attractively sporty.**

Attractive station wagons go by the name of Avant – this Audi claim applies more than ever to the new version of the bestseller. The dynamic and elegant exterior of the A6 Avant is wrapped around a spacious interior and a luggage compartment with a capacity of up to 1,680 liters (*59.3 cu ft*). The suspension combines comfort and sportiness on a new level; all engines come standard with a mild hybrid system for improved efficiency. The MMI touch response digital operating system is easy and intuitive to use, and the comprehensive connectivity features and numerous new and updated assist systems make the A6 Avant the ideal touring car.

### **Practicality**

The new Audi A6 Avant combines form and function better than ever. With a large luggage compartment capacity, high variability and generous interior space, it enchants with its dynamic and elegant design.



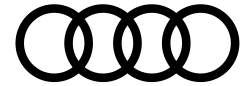
### **Variability**

The new A6 Avant offers a high degree of variability for any occasion, be it a business trip, everyday driving or sports. As with the predecessor model, its luggage compartment has a capacity of 565 liters (*20.0 cu ft*) in the base configuration, despite the dynamically sloping D-pillar and sloped rear window. The loading width between the wheel arches has grown 14 millimeters (*0.6 in*) to 1.05 meters (*3.4 ft*). The rear seat, which is split 40:20:40, can be unlocked using handles in the luggage compartment and then folds gently down onto the seat cushions on pre-tensioned springs. This increases the length of the luggage compartment from 1.18 to 1.99 meters (*3.9 to 6.5 ft*).

A power tailgate and the luggage compartment cover are standard. In combination with the optional convenience key and sensor control, the tailgate can also be opened with a foot gesture. The loading sill protector is made of polished stainless steel. A rail system with four variably positionable lashing points is standard, as are a tensioning strap, a net and two hooks. The optional load-securing kit with telescopic bar and strap allows free sectioning of the luggage compartment.

The optional trailer towing hitch features an electric release function. Also available as an option is the camera-based trailer maneuver assist, which helps the driver when reversing and maneuvering with a trailer. The driver can use the lower MMI touch display to adjust the direction of the trailer.





### **Spaciousness**

The exterior dimensions of the new Audi A6 Avant have grown only slightly compared with the predecessor model, but this nevertheless translates to a more spacious interior. A 12-millimeter (*0.5 in*) increase in wheelbase translates to 21 millimeters (*0.8 in*) of additional interior length. It also tops its key competitors in this criterion, as well as in front elbow room and rear leg room.

### **Interior**

The new Audi A6 Avant is an outstanding long-distance car. Occupants experience ultimate comfort with respect to both aeroacoustics and interior equipment and trim.

Audi offers sport seats as an alternative to the standard front seats. From the trim lines sport and design, Audi also offers the new S sport seats and the customized contour seats. The S sport seats, which will be available shortly after launch, offer excellent support with their high side bolsters and integrated head restraints. The customized contour seats are extremely adjustable and feature electro-pneumatic lumbar support and side bolsters. Other options include seat heating, ventilation and a back massage function. Ten air-filled chambers move according to seven programs and with three intensities.

Options for the rear of the new A6 Avant include side airbags at the outside seating positions and illuminated seatbelt buckles. Storage is generous and can be further expanded with the storage package, which includes a luggage net for the luggage compartment. Audi offers a choice of four multifunction steering wheels. The top version has three spokes, shift paddles and a heated ring that is flattened at the bottom.

An optional four-zone unit replaces the standard two-zone automatic air conditioning. Featuring an ionizer and fragrancing with two subtle scents, the [air quality package](#) makes the air in the interior even more pleasant. The adaptive wipers for the windshield and the rear window feature an innovative controller that considers the speed driven, the outside temperature and how dirty the glass is. The spray nozzles are integrated into the wiper arms, and the water is sprayed directly in front of the blades, always at the correct angle.

### **Body**

An important factor for the comfort on board the new Audi A6 Avant is the excellent aeroacoustics. This is due in part to the sophisticated sealing concept for the doors and tailgate, and also the exterior mirrors mounted on the door rails. Audi offers the option of acoustic double glazing for everywhere except the rear window. Tinted privacy glass for the rear, a heated windshield and rear blinds are also available. The panoramic glass sunroof spans the entire width of the roof. The glass surface is 30 percent larger than with the predecessor model and admits plenty of light and air into the interior.



The new Audi A6 Avant achieves a Cd value of 0.27 (for a future base model). The outer areas of its air inlets in the front bumper have separate openings for improved aerodynamics. The door rail mirrors offer little windage for the slipstream, and at the rear of the car, the long roof edge spoiler, the gutters at the rear window and the contours of the lights contribute to the defined separation of the air flow. On the underbody, air dams and small spoilers in front of the front wheels and in front of the spare wheel well, for example, precisely guide the flow of air. Large panels cover the engine compartment, the side areas of the passenger cell, the rear trailing arms, the fuel tank and the SCR tank.

Audi uses a mix of different materials in the body of the new A6 Avant. Hot-shaped steel components accounting for roughly 23 percent of the body-in-white's weight comprise the ultra-high-strength backbone of the occupant cell. They reinforce the lower section of the front bulkhead, the side sills, the rear cross member, the B-pillars and the front zone of the roof line. In large areas of the body-in-white, Audi also uses sheet metal blanks whose wall thicknesses vary between 0.75 and 2.05 millimeters (*0.03 – 0.08 in*) depending on requirements. These tailored blanks also combine low weight with high strength. An innovative, particularly lightweight sandwich component of steel and polymer serves as the rear roof frame.

The aluminum components in the body-in-white together weigh 11.7 kilograms (*25.8 lb*). The strut domes are cast aluminum; the D-pillar supports are made of aluminum sheet. The doors, the hood, the front fenders and the tailgate are also aluminum sheet parts. With the 2.0 TDI engine, the large Avant has a curb weight of 1,710 kilograms (*3,769.9 lb*).

The body of the new Audi A6 Avant was also developed to meet the most demanding requirements with respect to passive safety. The optimized load application points and the meticulous tuning of the resonances improve the body's acoustic characteristics. The mufflers in the exhaust system are connected to one another in such a way that low-frequency intrusive noise is largely eliminated.

## Design

Attractive station wagons go by the name of Avant – the new Audi A6 Avant fulfills this aspiration of the Audi brand. It is the first Avant in the new full-size design language. Its dynamic and elegant body line appeals with large surfaces and balanced proportions. With a length of 4.94 meters (*16.2 ft*), the new Audi A6 Avant is 4 millimeters (*0.2 in*) shorter than the predecessor model. It has gained 12 millimeters (*0.5 in*) of width and now measures 1.89 meters (*6.2 ft*). Height is 1.47 meters (*4.8 ft*), 6 millimeters (*0.2 in*) more than its predecessor. The front and rear overhangs appear significantly shorter. In the interior, the black-panel design on the instrument panel, which provides for a flowing transition with the display, demonstrates Vorsprung durch Technik. The wide range of interior equipment allows for diverse characters.



### Exterior design

The new Audi A6 Avant is sportier and more dynamic than any Avant before. Its design expresses the high technological competence of the brand. The striking new Singleframe creates a lot of width and appears sculpted from the vehicle. The air inlets are located far to the outside and also underscore at first glance the sporty appearance of the Avant.





The side view is defined by the characteristic silhouette with the stretched front end, the long, straight roof line and the sloping D-pillar. The dominant feature on the flanks is the quattro sculpture that visualizes the car's sportiness and visually suggests a low center of mass. With its pronounced wedge shape, the sill evokes a powerful forward dynamic even when stationary, and the interplay between shadow and light emphasizes its sculpted appearance.

The long, sinewy roof line of the new Audi A6 Avant flows into a roof edge spoiler that visually extends the side view. The D-pillars and the rear window are particularly sloped, giving the A6 Avant an extremely dynamic appearance. At the rear, a precise chrome strip visually joins the two rear lights, whose respective center of mass is well to the outside. This further reinforces the impression of width.

The color palette for the new Audi A6 Avant includes 13 shades. They are brilliant black, Daytona gray, firmament blue, floret silver, glacier white, ibis white, carat beige, mythos black, Navarra blue, Soho brown, typhoon gray, tango red and Vesuvius gray.

Besides the base version, there is also the choice of the trim lines sport, design, design selection and S line sport package. The S line exterior package can be optionally combined with all trim variants. It has strong contours at the front and rear. The black styling package provides additional customization options.

### **Lighting design**

The light signature of the headlights visualizes the high-tech nature of the A6. Topping the range are the [HD Matrix LED headlights](#). They are divided horizontally, with the dividing line extending the second strut in the Singleframe. The dominating upper section includes the dynamic turn signals, the daytime running lights and the pupil-like low-beam modules. The particularly homogeneous daytime running light signature comprises five, spatially staggered light guides and backlit LEDs.

In the bottom zone of the headlight, which appears strongly recessed, are the turning light and the two-row Matrix high beam. 32 compact [LEDs](#) in each unit precisely illuminate the road while also functioning as the cornering lights. The HD Matrix high beam can remain on at all times because it masks out other road users from its light cone as soon as the camera in the new A6 Avant detects them.

The rear lights each feature nine vertical, high-precision LED segments. When braking, the brake light illuminates the spaces between them.

The dynamic turn signal is located at the top edge of the lights. When unlocking the doors and locking them again at the end of the journey, pulsating light sequences – the coming and leaving-home function – in the rear lights and the headlights showcase the car's design.



### **Interior design**

Show car design in series: The futuristic interior design emphasizes the high-tech character of the new Audi A6 Avant. Its strict horizontal orientation and stepped, three-dimensional structure gives the instrument panel a slim, lightweight look. Its black-panel design fuses seamlessly with the user interface of the operating system. The upper MMI touch response display is incorporated almost invisibly into the black-panel architecture and with its orientation on the driver underscores the sporty characteristics of the A6.

The center tunnel console also features a black-panel look. It houses the lower display and a strip of buttons. The door trims are also three-dimensional. An elongated decorative aluminum panel flows seamlessly into the door handles.

There is a choice of two dramatic lighting options for the interior: the ambient lighting package with white LEDs and the contour/ambient lighting package, which illuminates the interior with up to 30 different colors. With the top equipment variant, the contour light traces the interior's architecture and major lines. At the same time, the soft ambient light makes the instrument panel, the doors and the center console appear to float. The optional illuminated door sill trims set additional lighting accents.







### **Colors and materials**

Audi offers a wide range of colors and materials for the new A6 Avant, which interprets the atmosphere of contemporary, sporty luxury in its own unique way. Besides the base version, there are four trim lines: sport, design, design selection (with 19-inch wheels and contour/ambient lighting package) and the S line sport package (with 19-inch wheels, sport suspension and sport seats).

The decorative trim varies with the trim lines. Besides wood there are two different versions of aluminum. These are standard with the S line sport package. The luxury wood inlays of fine grain ash, fine grain birch and walnut feature an open-pore finish.

There are also numerous seat variants from which to choose. The customized contour seats are covered in top-grade Valcona leather, optionally with contrasting stitching. The S sport seats are also covered with Valcona leather or a leather/Alcantara combination, with a rhombus pattern adorning the center panels. Supplementing these choices are numerous packages with natural and synthetic leather.

The designers of the new Audi A6 Avant developed a number of different color concepts. The dark colors emphasize the sporty character, the light ones the width of the interior, which is divided into three color zones. In the base version as well as the design and sport versions, these color worlds are black/black, black/okapi brown, granite gray/pearl beige and granite gray/metropolis gray. The design selection line also includes granite gray/sard brown. The S line sport package bathes the interior in black and rotor gray, and the pedal caps and footrest are made of stainless steel.



## Comfort and convenience

With up to 39 driver assistance systems, the new Audi A6 Avant sets standards in the business class for safe, composed driving. All engine variants include an [MHEV system](#) that further enhances comfort and efficiency. The operating concept, infotainment and online services from Audi connect are all state-of-the-art.

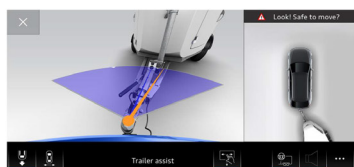
### Driver assistance systems

The assist systems for the new A6 Avant make driving even more comfortable and safe. They also make the A6 the ideal choice for frequent drivers, commuters and business customers. The assist systems [Audi pre sense front](#), lane departure warning, cruise control and speed limiter are standard equipment. Additional systems are available individually, while others are bundled into the City and Tour assist packages.

The central system in the Tour package is the [adaptive cruise assist \(ACA\)](#). It builds off of the [adaptive cruise control \(ACC\)](#) of the predecessor model and extends it with multiple systems, such as the predictive efficiency assist with camera-based traffic sign recognition and navigation data-based cruise control. A lane tracking function for narrow stretches and in traffic jams is also included. For greater efficiency, the powertrain management of the standard mild hybrid system is integrated into the [adaptive cruise assist](#). The Tour assist package also includes [turn assist](#) and [swerve assist](#).

One highlight of the Tour assist package is the [crossing assist](#). If the mid-range radars at the vehicle's front corners, which can look roughly 75 meters (*246.1 ft*) ahead, detect crossing traffic in front of the car, the system warns the driver. It also initiates braking, if necessary. [Cross traffic assist rear](#), [exit warning](#) and [lane change warning](#) are based on the signals from the rear mid-range radars.

Available as separate options are the [park assist](#), parking system plus, the reversing camera, 360 degree cameras, camera-based [traffic sign recognition](#), the [lane change warning](#) with [Audi pre sense rear](#), the night vision assist and the lane departure warning with emergency assist. This recognizes when the driver fails to act and warns them in such cases. If there is still no reaction, it brings the car to stop in its lane. When backing up, the [trailer maneuver assist](#) steers the trailer in the direction set by the driver on the lower MMI display. An image from the reversing camera or optionally a 360-degree image from the top view camera shows the driver the area to the rear on the top MMI display.



Behind the assist systems in the new Audi A6 Avant is a broad portfolio of sensors that are configured redundantly for maximum system reliability. Fully equipped, the set includes 24 sensors:

- the laser scanner up front,
- a long-range radar up front,
- four mid-range radars at the corners of the car,
- an infrared camera up front,
- a front camera at the top of the windshield,
- four 360 degree cameras at the front, rear and exterior mirrors and
- twelve ultrasonic sensors at the front, flanks and rear.

All sensor data flows together in the [central driver assistance controller \(zFAS\)](#). With the help of the differentiated model of the vehicle's surroundings that it continuously computes, the assist systems can react more precisely and sooner to changing driving conditions than in the predecessor model.



## Connectivity

The new Audi A6 Avant adapts fully to its owner thanks to its comprehensive range of infotainment modules and software services. MMI navigation is standard; the top system, MMI navigation plus, is optionally available. Both modules are based on the latest-generation [Modular Infotainment Platform](#), the [MIB 2+](#). With the MMI navigation plus it includes an [Audi connect](#) data transfer module designed for the high-speed LTE Advanced standard.

With both infotainment systems, navigation also considers the driver's habits. During route planning, it makes suggestions based on previously-driven routes, taking into account the time and traffic congestion. The route is calculated online on the servers of the service provider [HERE](#), which uses data from the overall traffic situation. If the data connection is interrupted during the journey, the navigation switches to the onboard route guidance that runs in parallel. The map is displayed in a new texture, and four free updates are provided each year. They can be delivered to the car over the air, if desired.

The A6 Avant comes standard from the factory with the useful [Audi connect safety and service](#) package, which includes functions for controlling the vehicle. To use these, the customer simply has to register with myAudi as the primary user. The driver can use these services to view vehicle information, such as the fuel level, parking location and whether the doors are locked, for example, in the [myAudi app](#). If the driver forgets to lock the car, this can be done later from anywhere using the app. The driver can also unlock the car remotely should this ever be necessary. The [myAudi app](#) provides access to the brand's digital ecosystem via a smartphone. It integrates services where the transition from phone to car is seamless, such as myAudi navigation or the calendar. The myAudi app is also used to manage the Audi connect key, another option in the new A6 Avant. It can lock and unlock the doors as well as start the engine via near field communication (NFC) via the owner's Android smartphone.

MMI navigation includes a wide range of Audi connect navigation & infotainment services. Thanks to its online connection, these services provide the A6 Avant with real-time information on such things as current fuel prices at gas stations or the number of empty spots in parking garages. Customers choosing MMI navigation plus benefit from an expanded portfolio of connect services, such as the online, term-based search for navigation destinations and improved voice recognition. The latter event allows the free formulation of text messages.



Google Earth or the alternate high-resolution map with 3D buildings make MMI navigation plus a visual highlight. The Audi connect services are provided via the [Audi connect SIM](#) which is permanently installed in the vehicle and are free of charge for the first three years after purchasing the new car. The customer can also purchase data plans for a separate Wi-Fi hotspot for the passengers' mobile devices. Online media streaming (Amazon Prime Music, for example) is thus possible, as is listening to web radio stations via the online radio. The hybrid radio function allows the latter to seamlessly switch to the radio station's online stream upon leaving the terrestrial broadcast area. That way you'll always have your favorite music with you.

The Car-to-X services traffic sign information and hazard information use the swarm intelligence of the Audi fleet. Customers therefore always receive the latest traffic information.

The [Audi phone box](#) is a hardware option that links the owner's smartphone to the vehicle's antenna and charges the phone inductively at the same time. Voice over LTE, another Audi phone box function, helps to connect faster while also allowing the simultaneous use of high-speed data transfer and high-resolution online voice telephony.

In the new A6 Avant, up to six drivers and one guest can store a maximum of 400 preferred settings in individual profiles. This standard [personalization](#) covers virtually every area of operation, from climate control to navigation destinations and preferred media. The automobile identifies the respective user on the basis of the key signal and then activates the associated individual profile automatically.

MMI navigation plus also brings the Audi sound system to the new A6 Avant. Alternatively, customers can choose the [Bang & Olufsen Sound System](#) with 3D sound in the front and the [Bang & Olufsen Advanced Sound System](#) with 3D sound in the front and rear. The top-of-the-line audio system has a total output of 1,820 watts and drives 19 speakers. Two speakers in the A-pillars and in the roof line, respectively, introduce the spatial dimension of height. Drives for CDs and DVDs, tuners for digital radio and TV (with CI+ module), the [Audi smartphone interface](#) (standard with MMI navigation plus) complete the program.

## Operating system

In the new Audi A6 Avant, the customer can choose to operate the car with the fully digital [MMI touch response](#) operating system, the online voice control, and controlling the Audi virtual cockpit via the buttons on the steering wheel.

Borrowing from the flagship Audi A8, the new A7 Sportback and the new A6 Sedan, the A6 Avant uses the groundbreaking MMI touch response operating concept, thus going all-in on digitalization. Two touch displays with tactile and acoustic feedback replace the rotary pushbutton and most of the buttons and controls of the predecessor model. The new concept transports Audi's quality standards into the digital age and offer a high degree of operating safety with its haptic and acoustic feedback.

The splitting of functions between the two screens ensures clear orientation for the user. The top display is used to control the infotainment. If equipped with MMI navigation plus, it has a diagonal of 10.1 inches, otherwise 8.8 inches. The 8.6-inch bottom display is located on the center console. This is where the driver operates the climate control, comfort and convenience functions and performs text entry, resting their wrist on the selector lever for the automatic transmission in every Audi A6.





Information can be read quickly and easily on both MMI touch response displays thanks to the clean graphical user interface. The menu structure is also lean and intuitive. [MMI search](#) works with free text input. With many searches, the hit list appears after just a few letters. On the top display, users can arrange the start screen icons however they want, just like on a smartphone. They can also create custom shortcuts for numerous vehicle functions on the bottom display.

Another option is the standard [natural voice control](#) with more than 250 functions. It allows you to speak totally naturally and responds to questions and commands in two ways: using onboard information about favorite destinations and media and in parallel to this with knowledge from the cloud. The online information tends to be more comprehensive; the onboard information can be accessed particularly quickly and reliably, even where there is no mobile communications network, such as in an underground garage.

MMI navigation plus also brings the [Audi virtual cockpit](#) to the new Audi A6 Avant. The all-digital instrument cluster measures 12.3 inches in diagonal and offers a resolution of 1,920 x 720 pixels. Operation is via the multifunction steering wheel, and the driver can choose between the classic view and infotainment mode. In addition, the [head-up display](#) projects important information, such as a detailed map of a junction, onto the windshield. The image window measures 22 x 8 centimeters (*8.7 x 3.2 in*) and appears to hover more than two meters (*6.6 ft*) in front of the windshield.

### **Broad-based electrification**

All engine variants in the new Audi A6 Avant are equipped standard with [mild hybrid technology](#) (MHEV, mild hybrid electric vehicle). With the V6 engines, it uses a 48-volt electrical system; it operates on the basis of 12 volts with the four-cylinder versions. The central MHEV component for the 12- and 48-volt systems is the belt alternator starter (BAS). During deceleration it can recover up to 12 kW of power (with a 48-volt system) and feed the power into a separate lithium-ion battery housed on side in the rear of the car. In customer driving, the technology can reduce fuel consumption by up to 0.7 liters per 100 kilometers.

MHEV technology enhances the comfort and efficiency of the long-distance A6 Avant. If the driver takes his foot off the accelerator between 55 and 160 km/h (*34.2 and 99.4 mph*), the new Audi A6 Avant can coast with the engine switched off – with the 48-volt system for up to 40 seconds. As soon as the driver accelerates again, the BAS starts the engine quickly and smoothly. The 48-volt system allows for start/stop operation from a speed of 22 km/h (*13.7 mph*). With the 12-volt system in the 150 kW 2.0 TDI, this begins at 15 km/h (*9.3 mph*). The mild hybrid system is connected to the camera sensors for even greater efficiency. The engine then starts from stationary even with the brake pressed once the front camera detects that the vehicle ahead starts to move.





## Sportiness

The new Audi A6 Avant is more agile than any of its predecessors thanks to a comprehensive range of chassis technologies, including dynamic all-wheel steering. Four powerful and efficient four and six-cylinder engines deliver impressive performance.

### Chassis

Maneuverable in the city, agile on winding roads, comfortable and composed on the highway – the chassis of the new A6 Avant unites disparate abilities even better than the predecessor model. Standard is the sporty and direct [progressive steering](#), which develops significantly higher return forces with increasing steering angle for precise steering feedback. Its newly developed power assist tightly connects the driver and road, transferring useful information to the driver but filtering out unpleasant jolts from road surface irregularities.

Audi offers [dynamic-all-wheel steering](#) as an option. It combines dynamic steering at the front axle, which uses an infinitely variable strain wave gearing, with a separate rear axle steering system with a spindle drive and track rods. This makes it possible to independently adjust the steering angles at the front and rear axles. Unique in its class, this combination of superimposed steering and rear axle steering resolves the traditional conflict of objectives between spontaneous response and high stability, and makes the A6 as maneuverable as a compact model.

At low speeds the rear wheels of the new Audi A6 Avant turn as much as five degrees in the opposite direction relative to the front wheels. This reduces the turning circle by as much as one meter (*3.3 ft*), and the car is more agile in city traffic and tight curves. At intermediate and high speeds, the rear wheels turn by as much as two degrees in the same direction. Now the Avant is rock-steady on the road. Overall the dynamic all-wheel steering can vary the ratio between 9.5 and 16.5:1.

Both the front and rear axles of the new Audi A6 Avant are five-link constructions made largely of aluminum. Two subframes, the front one rigid and the rear one mounted on hydraulic bearings, join the control arms to the body. The front axle is much more rigidly connected than in the predecessor model. The track measures 1,630 millimeters (*5.35 ft*) up front and 1,616 millimeters (*5.30 ft*) at the rear.





Audi offers two sportily balanced standard suspensions and three alternatives. The sport suspension (individual option or in S line sport package) lowers the body ride height of the A6 Avant by 20 millimeters (*0.8 in*). The [suspension with damper control](#) is tuned for more comfort despite by 10 millimeters (*0.4 in*) lower. Its controller conserves energy. Higher current only flows when the valves are closed to firm up the dampers for fast driving.

The third option is the particularly comfortable [adaptive air suspension](#). It can be set to several modes and includes automatic level control. In the normal position, the body is 20 millimeters (*0.8 in*) lower than with the standard suspension. At speeds of 120 km/h (*74.6 mph*) and above, it is lowered by another 10 millimeters (*0.4 in*). This improves not only stability but also the aerodynamics at high speeds.

The controlled suspension systems, the dynamic all-wheel steering and the [sport differential](#), which distributes the power between the rear wheels, are all managed by the new [electronic chassis platform \(ECP\)](#). As the central chassis controller, it collects comprehensive information about the movement of the car and the data from the systems involved. From these, it quickly calculates and closely coordinates the optimal function of these components. The effects of this highly networked management are readily apparent, whether in cornering behavior or ride comfort. The driver can adjust the function of the controlled modules in the Audi drive select dynamic handling system with the modes comfort, auto, dynamic, efficiency and lift (with air suspension). The driver experiences a new, extremely wide spread between comfort and sport – even the dynamic all-wheel steering varies its ratio and the degree of feedback.

Wheels for the new Audi A6 Avant begins with the sizes 17 and 18 inches. From 19 inches and above, torus absorbers – foam pads glued into the inside of the tires – reduce unwanted droning frequencies. The largest wheels measure 8.5 J x 21 and are equipped with 255/35 tires. If a wheel is not securely mounted, a warning integrated in the ESC controller is activated.

The brakes have been adapted to the increased dynamics and performance. All four discs are ventilated. In the most powerful six-cylinder variants, they measure 375 millimeters (*14.8 in*) in diameter (rear: 330 millimeters (*13.0 in*)) and combine cast friction rings with aluminum brake pots. Regardless of the engine, each of the fixed aluminum calipers on the front axle has six pistons. Electronic Stabilization Control (ESC) provides even more precise control than in the previous model.

### Drive system

All engines boast supreme power, smooth running and high efficiency.



The V6 3.0 TDI is available in two versions, with both packed with innovative engine technology. Its thermal management has separate cooling loops for the crankcase and the cylinder heads. The heads feature two-piece water jackets. Cast-in channels cool the pistons with oil. Their rings and the wrist pins are designed for minimum friction; the oil pump is fully variable. Thanks in part to the crankcase made from lightweight cast iron with vermicular graphite, the V6 diesel unit weighs just 194 kilograms (*427.7 lb*).

In the Audi A6 Avant 50 TDI (combined fuel consumption in l/100 km: 5.9 – 5.7\*; combined CO<sub>2</sub> emissions in g/km: 155 – 147\*), the top version of the 3.0 TDI produces 210 kW (286 hp) and 620 Nm (*457.3 lb-ft*) of torque, the latter between 2,250 and 3,000 rpm. With it, the standard sprint takes just 5.7 seconds and top speed is 250 km/h (*155.3 mph*). The NEDC consumption correlated from the WLTP values is 5.7 liters per 100 kilometers (*41.3 US mpg*), corresponding to a CO<sub>2</sub> equivalent of 147 grams per kilometer (*236.6 g/mi*).

\*Fuel consumption and CO<sub>2</sub> emission figures given in ranges depend on the tires/wheels used.

All terms in blue in the text are explained in detail in the technology lexicon at [www.audi-mediacyenter.com/en/technology-lexicon](http://www.audi-mediacyenter.com/en/technology-lexicon).



Audi offers another diesel engine as a more comfort-oriented gateway to the six-cylinder world. As the A6 Avant 45 TDI (combined fuel consumption in l/100 km: 5.9 – 5.7\*; combined CO<sub>2</sub> emissions in g/km: 155 – 147\*), the V6 diesel puts out 170 kW (231 hp) and 500 Nm (*368.8 lb-ft*) of torque between 1,750 and 3,250 rpm. The key data: 0 to 100 km/h (*62.1 mph*) in 6.5 seconds, top speed of 250 km/h (*155.3 mph*). The correlated NEDC consumption is 5.7 liters per 100 km (*41.3 US mpg*) (147 grams CO<sub>2</sub> per kilometer (*236.6 g/mi*)).

The new 2.0 TDI is also characterized by low weight. Its crankcase is now made of aluminum rather than gray cast iron as before. The piston rings, the crankshaft and the cylinder head have been newly developed to reduce the moving masses and thus friction. The three-loop cooling system – one loop for the engine block, two for the cylinder head – makes it possible to set the ideal coolant flow in any driving situation. The newly designed turbocharger has a fast electric actuator for the variable turbine geometry (VTG). The new common rail injection system injects the fuel into the combustion chambers at pressures of up to 2,200 bar.

The four-cylinder diesel in the Audi A6 Avant 40 TDI (combined fuel consumption in l/100 km: 4.9 – 4.5\*; combined CO<sub>2</sub> emissions in g/km: 129– 119\*) puts out 150 kW (204 hp) and 400 Nm (*295.0 lb-ft*) of torque. It has been highly optimized for efficiency. The NEDC values correlated from the WLTP values for the front-wheel drive model are just 4.5 liters per 100 kilometers (*52.3 US mpg*), corresponding to CO<sub>2</sub> emissions of 119 grams per kilometer (*191.5 g/mi*). The 2.0 TDI accelerates the new Audi A6 Avant from zero to 100 km/h (*62.1 mph*) in 8.3 seconds on its way to a top speed of 241 km/h (*149.8 mph*).

<b>Audi A6 Avant</b>	<b>50 TDI (3.0 TDI)</b>	<b>45 TDI (3.0 TDI)</b>	<b>40 TDI (2.0 TDI)</b>
<b>Displacement</b> in cc	2,967	2,967	1,968
<b>Max. power output</b> in kW (hp) at rpm	210 (286) from 3,500 – 4,000	170 (231) from 3,250 – 4,750	150 kW (204) from 3,750 – 4,200
<b>Max. torque</b> in Nm ( <i>lb-ft</i> ) at rpm	620 ( <i>457.3</i> ) from 2,250 – 3,000	500 ( <i>368.8</i> ) from 1,750 – 3,250	400 ( <i>295.0</i> ) from 1,750 – 3,500
<b>Top speed</b> in km/h ( <i>mph</i> )	250 ( <i>155.3</i> )	250 ( <i>155.3</i> )	241 ( <i>149.8</i> )
<b>Acceleration</b> 0 – 100 km/h ( <i>62.1 mph</i> ) in s	5.7	6.5	8.3
<b>Fuel consumption</b> <b>(combined)</b> in l/100 km ( <i>US mpg</i> )	5.9 – 5.7* ( <i>39.9 – 41.3</i> )	5.9 – 5.7* ( <i>39.9 – 41.3</i> )	4.5 – 4.9* ( <i>52.3 – 48.0</i> )
<b>Combined CO<sub>2</sub> emissions</b> in g/km ( <i>g/mi</i> )	147 – 155* ( <i>236.6 – 249.4</i> )	147 – 155* ( <i>236.6 – 249.4</i> )	119 – 129 ( <i>191.5 – 207.6</i> )
<b>Drive system</b>	quattro drive	quattro drive	Front-wheel drive

\*Fuel consumption and CO<sub>2</sub> emission figures given in ranges depend on the tires/wheels used.



The V6 TDI quattro models transfer power via a smooth and fast-shifting [eight-speed tiptronic](#). When coasting and rolling out, a clutch in the central transmission interrupts the power connection. An electric oil pump makes it possible to engage the gear that will be needed after the rolling phase. An rpm-adaptive torsion damper with a centrifugal force pendulum compensates for vibrations in the engine; this permits driving at engine speeds around 1,000 rpm. The 2.0 TDI is paired with a lightning-fast-shifting [seven-speed S tronic](#). They also are equipped with a centrifugal force pendulum. Two electric oil pumps and a pressure accumulator ensure shifting and clutching during coasting and stationary phases.

quattro all-wheel drive is standard with the V6 engine variants.. Its technology varies depending on the transmission used. In conjunction with the eight-speed tiptronic it is a purely mechanical version. Its self-locking center differential normally distributes the torque in a ratio of 40:60 between the front and rear axle. If grip decreases on one axle, it can transfer up to 70 percent to the front and a maximum of 85 percent to the rear.

During sporty driving, wheel-selective torque control underscores the precise handling. It slightly brakes the inside wheels before they can slip. Another possible supplement for the quattro drive in the Audi A6 Avant 45 TDI and the A6 Avant 50 TDI is the optional sport differential on the rear axle. During fast cornering, it sends most of the torque to the outside wheel, which has more traction.

*Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).*

\*Fuel consumption and CO<sub>2</sub> emission figures given in ranges depend on the tires/wheels used.

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