



Communications Model Lines, Innovation and Technology

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PRESS INFORMATION

The new Audi A6

Condensed information	2
The most important information on the new Audi A6	
Facts and figures	8
Product highlights at a glance	
The car in detail	11
Everything you need to know about the new Audi A6	
▶ DIGITALIZATION	11
Operating system	11
Connectivity	13
▶ COMFORT AND CONVENIENCE	15
Driver assistance systems	15
Broad-based electrification	17
Body and interior	18
Aerodynamics and aeroacoustics	20
▶ SPORTINESS	21
Suspension	21
Powertrain	24
▶ DESIGN	26
Exterior design	27
Lighting design	28
Interior design	30
Colors and materials	31

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

Upgrade in the business class: the new Audi A6 Sedan

The new Audi A6 is more versatile than ever before – with end-to-end digitalization, enhanced comfort, more sportiness and a technical, elegant design. The all-digital MMI touch response system provides intuitive operation and even more personalization. The extensive connectivity and assistance systems demonstrate intelligent automotive connectivity. The suspension combines smooth ride comfort and unshakable stability with enhanced sportiness. All engines use an efficient mild hybrid system.

MMI touch response operating system – intuitive and customizable

Fast access to functions and a high degree of customization – the smartphone-like display and operating system makes use intuitive in the Audi A6. It is thus the most modern operating concept in its class. Two large displays replace most of the buttons and controls of the predecessor model. As such it is a prime example of the end-to-end digitalization which the new A6 brings to the business class. The all-digital operating system also supports a high degree of personalization. In the top display, the buttons for all functions can be placed freely, similar to the user experience with smartphone apps. In the bottom display, the user can create up to 27 individual shortcuts for the key vehicle functions and often used favorites such as phone numbers, radio stations or navigation destinations.

Users hear and feel a click as confirmation as soon as their finger triggers a function by lightly pressing the touch-sensitive display. The user can adjust the intensity of this acoustic and tactile feedback as required. The driver manages the infotainment on the top display, which has a 10.1-inch screen diagonal if MMI navigation plus has been specified. The bottom 8.6-inch display, located in the console in the center tunnel, is used for the climate control, the convenience and vehicle functions as well as for text input; the driver's wrist can sit comfortably on the selector lever of the transmission.

MMI navigation plus also includes the Audi virtual cockpit whose high-resolution display measures 12.3 inches. Operation is via the multifunction buttons on the steering wheel. There is also a head-up display which projects information relevant to the driver into the driver's field of view on the windshield, for instance a detailed junction map for the navigation.

Besides the MMI touch response operating system the A6 also offers the online voice control system. This allows a wide range of vehicle functions, such as controlling the air conditioning system, to be performed using everyday speech commands. The A6 is thus an intelligent dialog partner and travel companion.



MMI navigation plus and Audi connect – more convenience in the business class

The A6 features a full range of navigation, infotainment and Audi connect offerings that make it a smart business-class sedan. With each profile, up to seven drivers can individually store around 400 preferred settings. The natural-language voice control responds to operating commands and questions on the basis of data stored onboard; also with detailed knowledge from the cloud in conjunction with the optional MMI navigation plus. With its extensive connectivity lineup, the new Audi A6 is always online. The powerful MMI navigation is fitted standard. Audi offers the MMI navigation plus – a highly networked media hub – as an option. The data transfer module uses the new LTE Advanced standard. When it comes to navigation, both systems offer many innovations, including a self-learning function based on the driven routes. The route guidance is calculated online on the servers of the partner HERE; six free over-the-air updates are provided for the map in the first 3 years.

Audi connect online services also include the car-to-X services “Traffic sign information” and “Hazard information.” The myAudi app connects the owner’s smartphone to the digital ecosystems of the Four Rings. The Audi connect key lets the driver lock/unlock the vehicle, and start the engine using an Android smartphone using near field communication (NFC).

MMI navigation plus is even more compelling with the optional add-on modules, including a choice of two sound systems. The top-of-the-line version, the Bang & Olufsen Advanced Sound System, also delivers 3D sound to the rear courtesy of its height information. Telephony is also taken to a new level in relation to operation as well as the sound and connection quality thanks to the Audi phone box.

Driver assistance systems for more safety and comfort

With up to 39 driver assistance systems the new A6 sets new standards in the premium class. It is thus the ideal choice for high-mileage drivers, fleet customers and commuters. The driver assistance systems with refined control mechanisms enhance convenience and additional support for drivers’ tasks. This includes the adaptive cruise assist, which besides adaptive cruise control and the predictive efficiency assist also comprises the bottleneck assist and thus assist the driver with maneuvering the vehicle longitudinally in roadworks. Also included are the traffic jam assist and the Audi active lane assist, which helps keep the vehicle in lane with gentle steering intervention. Emergency assist enhances safety by bringing the vehicle to a stop in an emergency and making an emergency call. These and other functions are brought together in the “Tour” assist package. The various driver assistance systems are bundled in the three packages “Park,” “City” and “Tour.” The “City” assist package includes features such as the new crossing assist.



Behind the extensive assistance systems lies a high-tech module from Audi: the central driver assistance controller (zFAS). It continuously calculates a detailed model of the environment from a fusion of sensor data. In the top-of-the-line version, the sensor set of the A6 includes up to five radar sensors, five cameras for visible light and an infrared camera for the night vision assist, twelve ultrasonic sensors and a laser scanner – another innovation from the brand with the Four Rings.

Broad-based electrification – all engines electrified

To further enhance comfort and efficiency, all available engines in the new A6 are fitted with a mild hybrid system. This signifies that, after the A8 and the A7, Audi has now fully electrified a third model line. A belt alternator starter (BAS) works together with a lithium-ion battery with 10 Ah capacity. In combination with the six-cylinder engines, a 48V mild hybrid system is used. The A6 can coast between 55 and 160 km/h (34.2 and 99.4 mph) and the start-stop kicks in right from 22 km/h (*13.7 mph*). During deceleration, the BAS recovers up to 12 kW of energy. In real-world driving, the mild hybrid technology based on 48V reduces fuel consumption by up to 0.7 liters per 100 kilometers.

Body and dimensions – more legroom in the business class

Long journeys are the domain of the new Audi A6. With a generous amount of space, many convenience features and minimal interior noise, the business-class sedan pampers driver and passengers alike. Its interior is even larger than on the outgoing model – the A6 beats the core competitors in important criteria such as legroom in the rear.

The A6 is perfectly equipped for long journeys with new convenience functions. The seats are all-new. The top-of-the-line options include the customized contour front seats with numerous adjustment functions, optionally fitted with ventilation and massage function. The optional air quality package provides a subtle fragrance and improves the air with an ionizer. The optional panoramic glass sunroof floods the interior with light. The luggage compartment, with its capacity of 530 liters (*18.7 cu ft*) will accommodate two golf bags crosswise, while the trunk lid can be closed electrically with a kicking motion as an option.

The low noise level of the A6 also makes it an ideal long-distance specialist. The body structure is a major factor in achieving this. Designed with a mixed steel and aluminum construction, the body is extremely rigid. It provides the basis for high torsional stiffness, minimal body movement and the sporty, precise handling. With a drag coefficient of 0.24 (with an engine to be released subsequently) the new Audi A6 cuts effortlessly through the wind. Thanks to its sophisticated aeroacoustics, including acoustic glass, it remains very quiet in the interior, even at high speeds.



Suspension technology for enhanced maneuverability and agility

Maneuverable in town, sporty on country roads, and poised and comfortable on the highway – the new Audi A6 handles even more dynamically than its predecessor model. The reason is the different suspension components – from the centralized control of all systems via control strategies, newly developed axles through to new features such as optional dynamic all-wheel steering.

The standard progressive steering generally has a direct ratio, with the increasing steering angle it operates even more sportily. Its electromechanical power assistance transfers useful information to the driver, yet eliminates unpleasant jolts. This provides a direct connection between steering wheel, wheels and road. As an option, Audi delivers the new A6 with the dynamic all-wheel steering. With this setup, the A6 handles more compactly than a midsize model and with greater maneuverability than any other model in the segment, despite its exterior length of almost five meters (*16.4 ft*). The combination of a superimposed steering and a rear-axle steering thus resolves the classic conflict of objectives in the field of suspension. It combines direct steering response with unshakable stability. Depending on the speed, the overall ratio varies between 9.5:1 and 16.5:1.

In the front-axle steering, a strain wave gearing operates; at the rear axle a spindle drive turns the wheels up to 5 degrees – unrivaled in the segment. At speeds up to 60 km/h (*37.3 mph*) they turn in the opposite direction to the front wheels, thus reducing the turning circle by up to one meter (*3.3 ft*). At high speeds from 60 km/h (*37.3 mph*), the wheels turn in the same direction, thus increasing stability when traveling in a straight line or changing lanes. And in turn improving handling safety. At the same time, passengers enjoy enhanced comfort as steering movements when changing lanes are felt much less in the rear in particular.

The upgraded wheel suspension of the Audi A6 is made extensively from lightweight aluminum. Despite the larger wheels compared with the predecessor model – up to 21 inches with 255/35 size tires – the ride and noise comfort is top-class. Brakes with fixed calipers made from aluminum are fitted to the front axle. Audi provides a choice of four variants for the suspension setup, thus extending even further the spread between sportiness and comfort. The steel spring suspension is the basic specification; customers can also choose from the suspension with damper control as an all-round suspension, the sport suspension also with steel springs and the adaptive air suspension with controlled damping.

In addition to the shock absorbers and the air springs, the electronic chassis platform (ECP) also controls the dynamic all-wheel steering and the updated 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 comfort, auto and dynamic. The dynamic all-wheel steering varies its steering ratio and the degree of feedback, for example.

*Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The powertrain – powerful and efficient

As part of the launch in the European markets in July 2018, the A6 will be available with three V6 engines. Four-cylinder engines as TFSI and TDI will extend the portfolio at a later date. All engines provide outstandingly strong power delivery, high efficiency and refined operation. The V6 gasoline engine in the Audi A6 55 TFSI (combined fuel consumption in l/100 km: 7.1 – 6.7 (*33.1 – 35.1 US mpg*)*; combined CO₂ emissions in g/km: 161 – 151 (*259.1 – 243.0 g/mi*)*) is a 3.0 TFSI, producing 250 kW (340 hp) and 500 Nm (*368.8 lb-ft*). The 3.0 TDI in the Audi A6 50 TDI in its 210 kW (286 hp) version produces even more torque, i.e. 620 Nm (*457.3 lb-ft*) (combined fuel consumption in l/100 km: 5.8 – 5.5 (*40.6 – 42.8 US mpg*)*; combined CO₂ emissions in g/km: 150 – 142 (*241.4 – 228.5 g/mi*)*).

All variants of the A6 are fitted standard with automatic transmissions. While the V6 diesel engines are paired with an eight-speed tiptronic, the 3.0 TFSI is coupled as standard with a seven-speed S tronic. All three-liter engines forward their power as standard to the quattro all-wheel drive. In conjunction with the tiptronic, the A6 has a self-locking center differential. With the S tronic, it uses ultra technology, which instantly activates rear-wheel drive as needed. For the V6 TDI, Audi also offers the sport differential as an option – it makes fast cornering even more dynamic and stable by actively distributing the power between the rear wheels.

The exterior design – technical and elegant

Like the A8 and the A7 Sportback, the new A6 is an expressive ambassador of the new Audi design language. With taut surfaces, sharply defined edges and striking lines, the business-class sedan unmistakably conveys its character. It stands for sporty elegance, high tech and sophistication. The exterior stands out with balanced proportions and short overhangs, the dimensions of the eighth-generation Audi A6 have grown a few millimeters compared with its predecessor model line – by seven millimeters (*0.3 in*) to 4.94 meters (*16.2 ft*) long, by twelve millimeters (*0.5 in*) to 1.89 meters (*6.2 ft*) wide and by two millimeters (*0.1 in*) to 1.46 meters (*4.8 ft*) high.

The wide, low-slung Singleframe grille with chrome trim, the flat headlights and the powerfully contoured air inlets exude elegance and sportiness at the front. In the side view, the powerfully taut contours above the wheel arches are testimony to Audi's quattro genes. The taut roofline flows into the steeply raked C-pillars. A chrome strip accentuates the rear and provides a link between the lights. The paint range includes a choice of 14 colors. In addition to the basic version, customers have a choice of the sport and design trim lines as well as the S line exterior package.

*Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The lighting design – technology brought to life

The lighting design emphasizes the technical character of the A6. Audi supplies the headlights in three versions, through to the HD Matrix LED technology with high-resolution, dynamically illuminating high beam. Five horizontal lines draw the daytime running light signature – above them are the dipped beam modules that look like pupils. The equipment with the top-of-the-line headlights and rear lights also includes the dynamic indicators; the lights stage the pulsing coming and leaving home functions when unlocking and locking the doors. The contour ambient lighting package is available for the interior. The ambient lighting makes the dashboard and the center console appear to float. The contour light also traces the lines of the architecture and the customer has a choice of 30 different colors for the interior lighting.

The interior design – futuristic and clean

On the sleek instrument panel of the new A6, a technical, futuristic black-panel design dominates which impressively combines form and function. The design language appears reduced and matter-of-fact; the horizontal lines create an airy sense of space. The center console and the two MMI touch response displays are angled slightly toward the driver. When switched off, the top display is incorporated almost invisibly into the dark decorative surface.

Colors and materials – a range of equipment for all tastes

The wide range of colors and materials which Audi provides for the new A6 lend the interior design very different characteristics – from elegant through contemporary to sporty. Five interior trim lines are available with different color concepts: basic, sport, design, design selection and the S line sport package with 19-inch wheels and sport suspension. All elements, from the open-pore wood trim to the upholstery in Valcona leather, attest to the uncompromisingly high Audi quality. The S line exterior package is available as an option for all trim lines.



Facts and figures

The new Audi A6 Sedan

Operating system

- New [MMI touch response](#) operating and display concept: two touchscreens with tactile and acoustic feedback and intelligent text input
- [Natural language voice control](#) with onboard and online search
- Optional [Audi virtual cockpit](#) with Full HD resolution (1,920 x 720 pixels) and operation on the steering wheel; the head-up display is available as an option
- [Personalization](#) of around 400 functions for seven different profiles

Infotainment and Audi connect

- MMI navigation standard, optionally available top-of-the-line version MMI navigation plus with 10.1-inch display
- Navigation with self-learning function on the basis of driver preferences; online route planning from [HERE](#), free updates
- [Audi connect key](#) allows the driver to lock or unlock the vehicle and start the engine using a smartphone
- New [Audi connect](#) services
- [Car-to-X](#) functions: “Traffic sign information” and “Hazard information”
- New [myAudi app](#) to seamlessly connect smartphone and car
- Optional [Bang & Olufsen Advanced Sound System with 3D sound](#) also for the rear
- Other options available such as [Audi phone box](#) to make and receive calls conveniently

Driver assistance systems

- Up to 39 driver assistance systems in three packages, including new systems such as [crossing assist](#), [efficiency assist](#) and [adaptive cruise assist](#)
- Extensive sensor set with laser scanner, permanent fusion of all data in the [central driver assistance controller \(zFAS\)](#)

Broad-based electrification

- V6 engines with 48V main electrical system
- All engines with [mild-hybrid technology \(MHEV\)](#), mild hybrid electric vehicle) via belt alternator starter and additional lithium-ion battery
- MHEV technology permits coasting with the combustion engine switched off, high recuperation power and extended start-stop operation, up to 0.7 liters fuel saving per 100 kilometers in customer use
- Linking of the MHEV system with vehicle sensors to boost efficiency and comfort



Body and interior

- Spacious interior, 21 mm (*0.8 in*) longer than predecessor model, 12 mm (*0.5 in*) more legroom in the rear
- Luggage compartment with increased loading width and 530 liters (*18.7 cu ft*) capacity, electric trunk lid as an option with sensor-controlled activation by means of a kicking movement
- Body with mixed steel and aluminum construction provides superb rigidity
- Top performance with aeroacoustics and aerodynamics, drag coefficient figure 0.24 with upcoming model variant
- Newly developed seats: optionally sport seats, super sport seats or customized contour seats
- Large panoramic glass sunroof and [air quality package](#) with ionizer and fragrancing

Suspension

- Greater spread of the [Audi drive select](#) modes: superb comfort, unshakable stability and more sportiness
- Direct ratio [progressive steering](#) with new damping concept is standard
- Optionally available [dynamic all-wheel steering](#) with variable ratio at the front axle, and rear wheels that turn in the opposite/same direction
- Sport suspension, [suspension with damper control](#) and adaptive air suspension with controlled dampers available as options
- [electronic chassis platform \(ECP\)](#) provides networked control of the adjustable components, [Audi drive select](#) dynamic handling system with various profiles

Powertrain

- Diesel and gasoline engines, power output from 210 kW (286 hp) to 250 kW (340 hp), 500 to 620 Nm (*368.8 – 457.3 lb-ft*) torque (combined fuel consumption in l/100 km: 7.1 – 5.5 (*33.1 – 42.8 US mpg*)*; combined CO₂ emissions in g/km: 161 – 142 (*259.1 – 228.5**)
- Agile power development, high efficiency and supreme refinement
- V6 TDI with [eight-speed tiptronic](#) and optionally with sport differential, 3.0 TFSI with [seven-speed S tronic](#), quattro drive for all six-cylinder units standard

Exterior and lighting design

- Technical, elegant design with taut roofline and short overhangs
- Wide, low-set Singleframe grille, powerfully drawn air inlets
- Side view with striking contours over the wheels, three-dimensionally shaped rear
- Slight growth compared with predecessor – length: +7 mm (*0.3 in*) to 4,939 mm (*16.2 ft*), wheelbase: +12 mm (*0.5 in*) to 2,924 mm (*9.6 ft*), width: +12 mm (*0.5 in*) to 1,886 mm (*6.2 ft*), height: +2 mm (*0.1 in*) to 1,457 mm (*4.8 ft*)
- Optionally available [HD Matrix LED headlights](#) with high-resolution high beam, dynamic light sequencing in headlights and rear lights



Interior design, colors and materials

- Interior with clean design, seamless fusion of architecture and operating concept
- Almost invisibly integrated 10.1-inch display (option), only a few buttons and controls
- Ambient and ambient contour lighting for the interior as an option
- Wide selection of sophisticated materials; new colors; design selection and S line sport package as top equipment



[The car in detail](#)

The new Audi A6: the car of many talents in the business class

Fully connected, comfortable and sporty at the same time: The new Audi A6 is more versatile than ever before. Operation with the all-digital MMI touch response system is pioneering; the connectivity and assistance systems also provide a great deal of comfort on long journeys. Its suspension combines supreme ride comfort with enhanced agility. All engines are fitted standard with a mild hybrid system.

DIGITALIZATION

The new Audi A6 embraces digitalization like no other model in the premium class. Its all-digital, intuitive MMI touch response operating system, the wide range of infotainment components and the Audi connect services enhance comfort and safety for driver and passengers, while at the same time providing a high degree of customization.

Operating system

In the A8 luxury sedan and in the new A7 Sportback, the [MMI touch response](#) operating concept is already in use; it is now also making its way into the A6: Two touch displays with tactile and acoustic feedback, both tilted toward the driver, replace the rotary/pushbutton control and most buttons and controls on the predecessor model.

The new concept is futuristic; it can be used and customized intuitively like a smartphone, and transfers Audi's quality aspirations from the analog to the digital world. The top display, located centrally in the instrument panel, is used to control the infotainment. If the MMI navigation plus is specified, the display has a 10.1-inch screen diagonal. The bottom display measures 8.6 inches and is located on the center console. The driver uses it to manage the climate control, the convenience functions and text input; the driver's wrist can sit comfortably on the selector lever of the automatic transmission. [MMI search](#) is based on free text input. If the driver is, say, looking for a restaurant, a list of hits appears after just a few letters.

On both MMI touch response displays the graphical user interface features a clear design so that the customer can assimilate the information quickly. The menu structure remains flat; on the top display users can adjust the start screen icons, similar to smartphone apps, in accordance with their personal preferences. The operating tiles can be moved to the required location on the screen by means of drag-and-drop and various favorite buttons created on the left-hand edge of the screen.

All terms in blue in the text are explained in detail in the technology lexicon at www.audi-mediacyenter.com/en/technology-lexicon.



For other frequently used functions, the driver can also create shortcuts in the bottom screen and access various vehicle functions directly. These include radio stations, contacts from the phone book or apps.

The voice control, standard in the new Audi A6, is based on [natural language voice control](#), allowing the user to talk almost freely. The system responds to commands and questions in two ways: from the information on preferred destinations and media stored on board, and, in conjunction with MMI navigation plus, also with knowledge from the cloud. The online information tends to be more comprehensive, the onboard information can be accessed quickly and reliably – even in locations where there is no mobile communications network.

MMI navigation plus also includes the [Audi virtual cockpit](#) onboard the new Audi A6. The all-digital instrument cluster measures 12.3 inches in diagonal and offers Full HD resolution of 1,920 x 720 pixels. The driver operates it via the multifunction steering wheel and is able to choose between the classic view and the infotainment mode. In addition, the [head-up display](#) projects important information, including a junction zoom function, onto the windshield. The information projected onto the 22 x 8 centimeter (*8.7 x 3.1 in*) visual window appears to hover more than two meters (*6.6 ft*) in front of the windshield.

In the new A6 up to six drivers and one guest can store their preferred settings in individual profiles. This [personalization](#) runs to some 400 parameters – from the climate control, navigation destinations, through to preferred media. The automobile recognizes the particular user on the basis of the key signal and activates the associated individual profile automatically.



Connectivity

The new Audi A6 is also at the head of its class in infotainment. The MMI navigation is standard, with the option of the top-of-the-line MMI navigation plus system. Both are based on the latest-generation [Modular Infotainment Platform](#), the [MIB 2+](#). On the MMI navigation plus it includes an Audi connect data transfer module, which is designed for the high-speed LTE Advanced standard.

In both infotainment systems, the navigation offers a host of innovations. The self-learning navigation provides the driver with suggestions on the basis of driven routes, taking into account time and traffic congestion. The calculation of the drive routes is performed online on the [HERE](#) servers, which incorporate 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 the background. The map features a new texture; six free updates are available standard in the first three years. They are downloaded over-the-air into the new A6.

The Audi connect services Navigation & Infotainment are provided by 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. These include the Wi-Fi hotspot, which also supports the 5 GHz band, and the traffic information online. With the new [Car-to-X services](#) “Traffic information online” and “Hazard information” the new A6 is integrated even more closely with the cloud. The content of the [Audi connect](#) services is stored in the particular function menus.

MMI navigation plus brings other services onboard: navigation with Google Earth, online radio and hybrid radio, which automatically switches between FM, DAB+ and web channels. The map shows detailed 3D models of many major cities.

The services of [Audi connect safety & service](#) form a separate package. They also comprise two sections. Emergency call and service (ten years free of charge) as well as Remote services (three years free of charge). The Remote services provide, among other things, smartphone access to a status report of the car or allow the driver to control remotely the central locking and auxiliary heating.

Owners of the new Audi A6 can use the [myAudi app](#) on a smartphone to access the brand’s digital ecosystems; services such as myAudi navigation or the calendar are transferred seamlessly to the car. The Audi connect key, a top-of-the-line option in the new A6, lets the driver lock/unlock the vehicle, and start the engine using an Android smartphone via near field communication (NFC).



The myAudi navigation service is particularly useful in unfamiliar cities. It guides the customer, for instance, who is walking from a hotel to the car that is parked several streets away. In the car, the navigation guidance then switches from the smartphone to the onboard monitor. If the customer then gets out again, the navigation switches back to the smartphone and accompanies the customer to their final destination.

The [Audi phone box](#) is also tailored to the owner's smartphone – it links the smartphone to the vehicle's antenna and at the same time charges the phone inductively. Voice over LTE, an additional function, provides rapid call setup and enables the simultaneous use of high-speed data transmission and high-definition online voice telephony (HD Voice).

The customer can choose from four sound systems in the A6. MMI navigation plus also includes the Audi sound system. 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 system, which produces a total output of 1,820 watts, includes 19 loudspeakers. Two loudspeakers 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](#) as well as the [Audi tablets](#) for the rear complete the program.



COMFORT AND CONVENIENCE

The new Audi A6 reduces the driver's workload with up to 39 assistance systems, setting the benchmark in the premium class in terms of comfort, convenience and safety. All engines incorporate as standard an MHEV system to enhance efficiency. The business-class sedan offers lots of space and new features for extremely pleasant traveling. With its low interior noise, the A6 is an expert for long journeys.

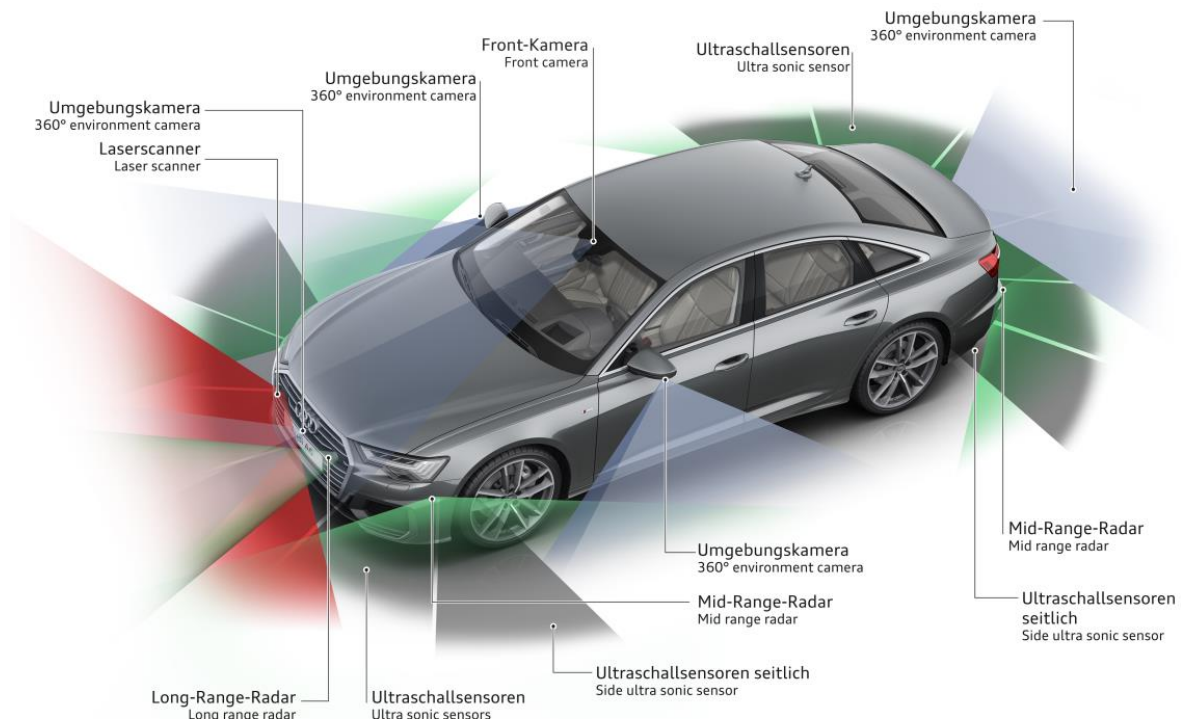
Driver assistance systems

The assistance systems make driving even more convenient, effortless and safe. They are bundled into the "Tour," "City" and "Park" packages. A highlight in the "Tour" assist package is the [adaptive cruise assist \(ACA\)](#). It uses the adaptive cruise control and enhances this with a lane guidance function over the entire speed range and the [traffic jam assist](#). As a supplement, Audi offers the bottleneck assist, which makes steering corrections in roadworks if the car gets too close to the edge of the road. The bottleneck assist also automatically maintains a safe distance to vehicles which invade the car's lane, and automatically continues the overtaking maneuver once the lane is free again.

An ideal upgrade for the adaptive cruise assist is also the [efficiency assist](#). This brakes and accelerates the vehicle predictively by analyzing Car-to-X information, sensor information and navigation data as well as traffic signs. Other modules in the Tour package include [turn assist](#), [collision avoidance assist](#), high-beam assist, camera-based [traffic sign recognition](#) and the [Audi pre sense front](#) safety system.

[Audi pre sense basic](#) comes standard in all Audi A6 sedans; another highlight, [crossing assist](#) is included in the "City" assist package. If the mid-range radars at the vehicle's corners, which can look roughly 75 meters (*246.1 ft*) ahead, detect crossing traffic in front of the car, the system warns the driver; if necessary it applies the brakes. [Cross traffic assist rear](#), the [exit warning](#) and the [lane change warning](#) are based on the signals from the rear mid-range radars. The [Audi pre sense rear](#) and [Audi pre sense front](#) safety systems are also part of the assist package.

Behind the new assistance systems in the Audi A6 lies a portfolio of sensors, which supplement each other in their particular characteristics and are designed redundantly to provide maximum system safety. The major innovation in this respect is the [laser scanner](#).



Fully equipped, the set includes 24 sensors:

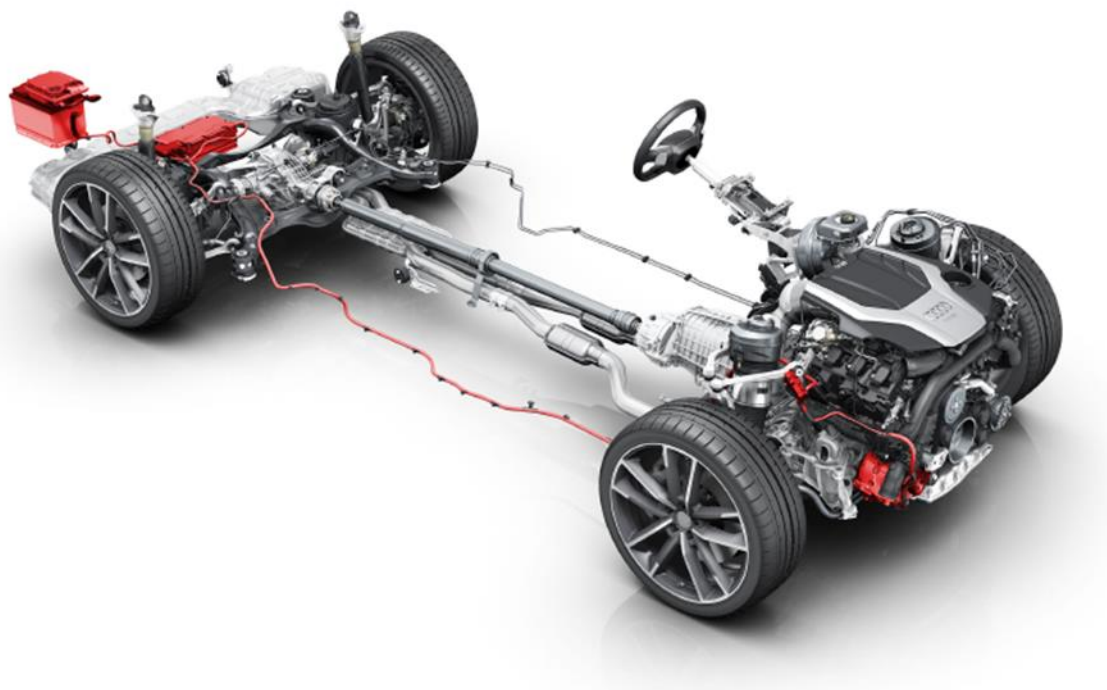
- a laser scanner up front,
- a long-range radar up front,
- four mid-range radars at the corners,
- an infrared camera up front.
- a front camera at the top of the windshield,
- four 360 degree cameras at the front, rear and exterior mirrors and
- twelve ultrasonic sensors at the front, flanks and rear.

All sensor data comes together in the [central driver assistance controller \(zFAS\)](#) – the central computer that fuses all sensor data. It continuously computes a differentiated image of the surroundings; as a result, the assistance systems respond even more precisely and earlier than in the predecessor model. The navigation too is even more precise.

Broad-based electrification

[Mild Hybrid Technology](#) (MHEV) comes standard on all engines in the new Audi A6. This signifies that, after the A8 and the A7, Audi has now fully electrified another model line. All models with V6 engines have a 48V main electrical system. At its heart is a belt alternator starter (BAS) connected to the crankshaft. During deceleration the BAS can recover up to 12 kW of power, store the power in a separate lithium-ion battery with 10 Ah capacity, which is housed in the rear of the car.

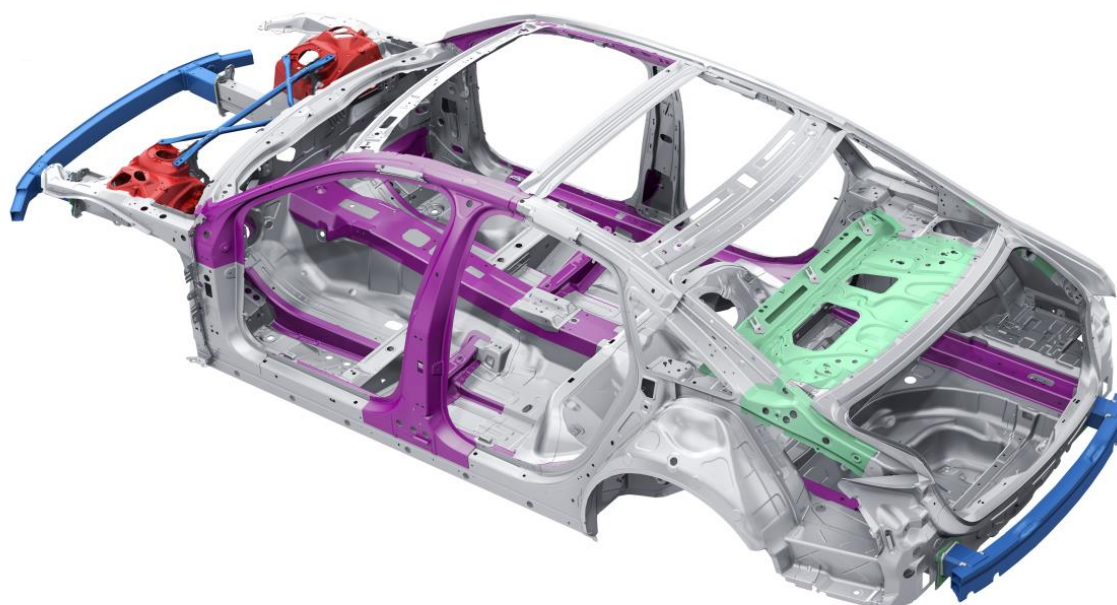
If the driver takes his foot off the accelerator between 55 and 160 km/h (*34.2 and 99.4 mph*), the new Audi A6 can coast with the engine switched off – up to 40 seconds. As soon as the driver accelerates again, the BAS starts the engine quickly and smoothly. The 48V system enables the function range of the start-stop mode to be extended up to 22 km/h (*13.7 mph*). The mild hybrid system is connected to the camera sensors to enhance comfort further. In this way, the engine starts from stationary even with the brake pressed once the front camera detects that the vehicle ahead starts to move. In real-world driving, MHEV technology reduces fuel consumption by up to 0.7 liters per 100 kilometers according to Audi measurements.



Body and interior

The body of the new A6 consists of an intelligent mix of materials of aluminum and steel. The ultra-high-strength backbone of the passenger cell is made from hot-formed steel components. In large areas of the body shell, Audi also uses sheet metal blanks where the wall thicknesses vary between 0.75 and 2.05 millimeters (*0.03 – 0.08 in*) depending on requirements. These blanks combine low weight with high strength.

The body shell also uses aluminum parts, for instance on the parcel shelf and the C-pillar supports. The doors, the hood, the front wings and the trunk lid are also made of aluminum sheet parts. The new Audi A6 in the lightest model variant, which will be launched at a later date, is 1,645 kilograms (*3,626.6 lb*) (without driver).



 Stahl kaltumgeformt Cold-formed steel	 Aluminiumguss Cast aluminium	 Aluminium-Blech Aluminium sheet
 Stahl warmumgeformt Hot-formed steel	 Aluminiumprofil Aluminium sections	

The body has been further developed in many aspects: The newly designed structural front end and the torsion rings contribute substantially to the high body rigidity. The front axle is joined more rigidly than on the predecessor model. The optimized load application points and the meticulous tuning of the resonances improve the body's acoustic characteristics. In the exhaust system, the silencers are connected to each other in a unique way to minimize low-frequency noise.



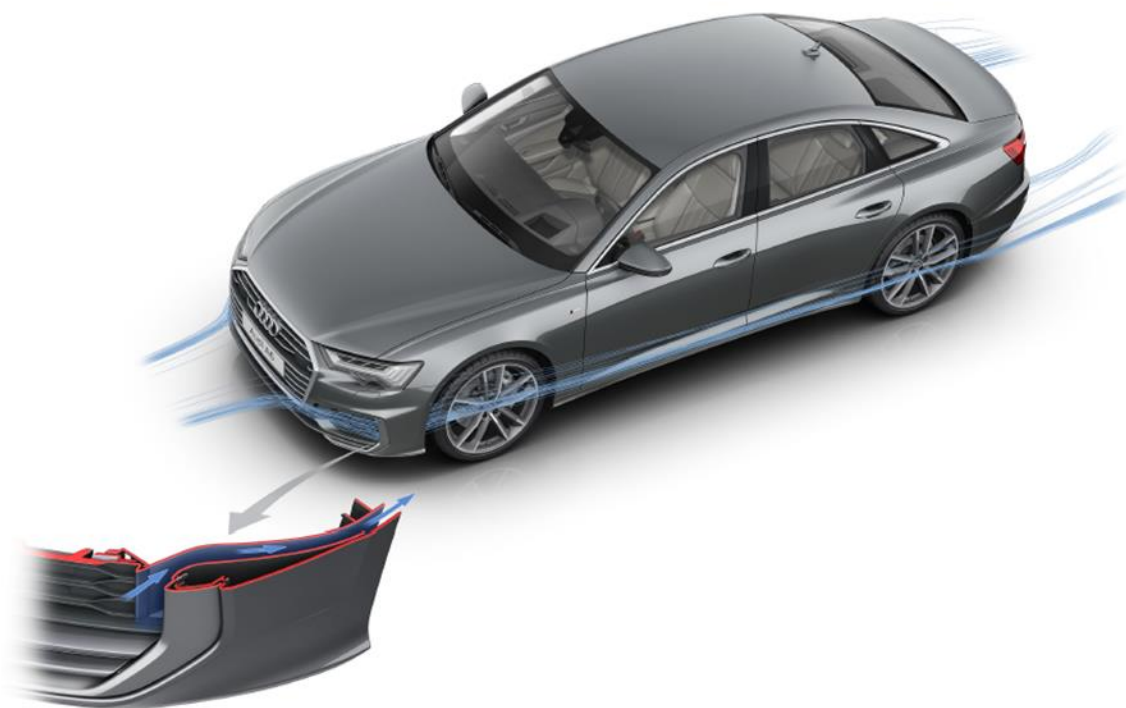
The new Audi A6 may only have grown a few millimeters compared with its predecessor model, but it nonetheless offers much more space: The wheelbase that is twelve millimeters (*0.5 in*) longer provides 21 millimeters (*0.8 in*) more interior length. In this criterion the Sedan beats all direct competitors. The same applies to the rear seats in relation to legroom and kneeroom. In the luggage compartment, with its 530-liter (*18.7 cu ft*) capacity, a loading width of 1.05 meters (*3.4 ft*) remains between the wheel arches. Optionally, the trunk lid opens and closes electrically; in another configuration with the convenience key also by means of a kicking movement.

The newly developed seats underline the character of the A6 as a supreme long-distance sedan – they are slim and lighter than in the previous model. The design of the seat cushion and backrest provides a high level of comfort and good lateral support. As an alternative to the front standard seats, Audi supplies the sport seats (standard with the A6 sport). The top-of-the-line options include the new comfort seats and the super sport seats. The latter are available as an option in the S line sport package – they offer the driver excellent lateral support thanks to high bolsters and an integrated head restraint. The comfort seat, available from the sport and design trim lines, provides numerous setting options. Lumbar support and bolsters are moved pneumatically. They can optionally include 3-stage seat heating and seat ventilation and a versatile massage function. Ten air chambers integrated into the backrest pamper the back in seven different programs and three intensities.

In the rear of the new A6, Audi generally fits a three-seat system, optionally folding, with side airbags on the outer seats and illuminated seat belt buckles. Many large storage compartments are available onboard the Sedan; a storage package can also be specified. A choice of four multifunction steering wheels is available – with three or four spokes, round or flat-bottomed, with or without shift paddles and a heated rim.

Two-zone automatic air conditioning comes standard; a four-zone system is available for the new A6 as an option. Its highly powerful filter neutralizes many allergens, while also eliminating the bulk of gases and particulate matter. The [air quality package](#) provides the ideal complement – it includes an ionizer and fragrancing with subtle aromas, which can be adjusted with several levels of intensity.

The windscreen wipers are optionally available with spray nozzles, which are integrated into the wiper arm. The water is sprayed directly in front of the blades, always at the correct wiping angle. The spray is metered depending on the road speed, the outside temperature and the level of soiling. As a result, the windshield is cleaned rapidly, economically and reliably.



Aerodynamics and aeroacoustics

The basic version of the new Audi A6 has a drag coefficient of 0.24 (with a model due to follow after the market launch). The outer areas of the air inlets have separate apertures. Part of the airstream flows through them into the wheel arches, where it is channeled specifically past the wheels. The mirrors mounted on the shoulder line generate minimal aerodynamic drag; the edges of the lights help provide a defined flow separation at the rear.

On the underfloor, paneling covers the engine compartment, the side areas of the passenger cell, the rear trailing arms, the fuel tank and the SCR tank. Air dams and small spoilers – including in front of the front wheels – specifically channel the air flow.

The new Sedan also achieves top figures with aeroacoustics. The sealing concept for the doors is highly complex. Acoustic glass, consisting of three layers (glass / acoustic film / glass), is also available as an option. Tinted privacy glass for the rear, a heated windshield and rear blinds are also available. The large panoramic glass sunroof floods the interior with light and air.

SPORTINESS

An extensive lineup of suspension technologies with the top-of-the-line innovation dynamic all-wheel steering makes the Audi A6 more agile and sportier than ever – while also enhancing comfort. Powerful, efficient engines deliver impressive performance.



Suspension

Even the predecessor model ranked among the sportiest cars in the business class. The new A6 Sedan is noticeably even more agile, while comfort and handling stability have been improved further. The new Audi A6 comes standard with the progressive steering. With a generally sporty steering ratio, it becomes increasingly direct with increasing steering angle. Its electromechanical power assistance transfers useful information to the driver, yet eliminates unpleasant jolts. This provides a direct connection between steering wheel, wheels and road.



The optional [dynamic all-wheel steering](#) in the Audi A6 is unrivaled among the competition. It resolves the conflict of objectives between spontaneous steering response and superb handling stability. The system 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. As such, the steering angle at the front and rear axle can be adjusted independently of each other. At speeds up to 60 km/h (*37.3 mph*), the rear wheels are turned as much as five degrees in the opposite direction in relation to the front wheels. This reduces the turning circle by up to one meter (*3.3 ft*) to 11.1 meters (*36.4 ft*), virtually on a par with the A3. As such, the approximately five-meter long (*16.4 ft*) Sedan is much more agile in urban traffic, on tight hairpin bends and while parking. At medium and high speeds, the wheels are turned by as many as two degrees in the same direction. Consequently the new Audi A6 is even more stable on the road and also performs abrupt evasive maneuvers with composure. Overall the superimposed steering at the front axle can vary the ratio between 9.5:1 and 16.5:1.

The front and rear axles of the new Audi A6 use a five-link design made extensively from aluminum. Two subframes – the front rigid, the rear hydraulically mounted – attach the links to the body. The front track is 1,630 millimeters (*5.35 ft*) wide, the rear 1,617 millimeters (*5.31 ft*).

The standard tuning is balanced – sporty and comfortable at the same time. There is a choice of three alternatives. Sport suspension lowers the body by 20 millimeters (*0.8 in*). It is available separately or together with 19-inch wheels in the S line sport package. The [suspension with damper control](#), the second option, comes with comfortable tuning despite the body being lowered by 10 millimeters (*0.4 in*). Its management is energy-efficient: higher power is only provided if the valves are closed to firm up the dampers.

The third option is the particularly comfortable [adaptive air suspension](#), also with controlled damping. It can be set to several modes and incorporates level control. In the normal position, the body is 20 millimeters (*0.8 in*) lower than with the standard suspension, at speeds above 120 km/h (*74.6 mph*) it lowers the body a further 10 millimeters (*0.4 in*), which reduces the vehicle's center of gravity and further improves aerodynamics and stability. The bellows of the air springs are made from natural rubber and are filled with carbon air, all of which gives them a highly sensitive response.

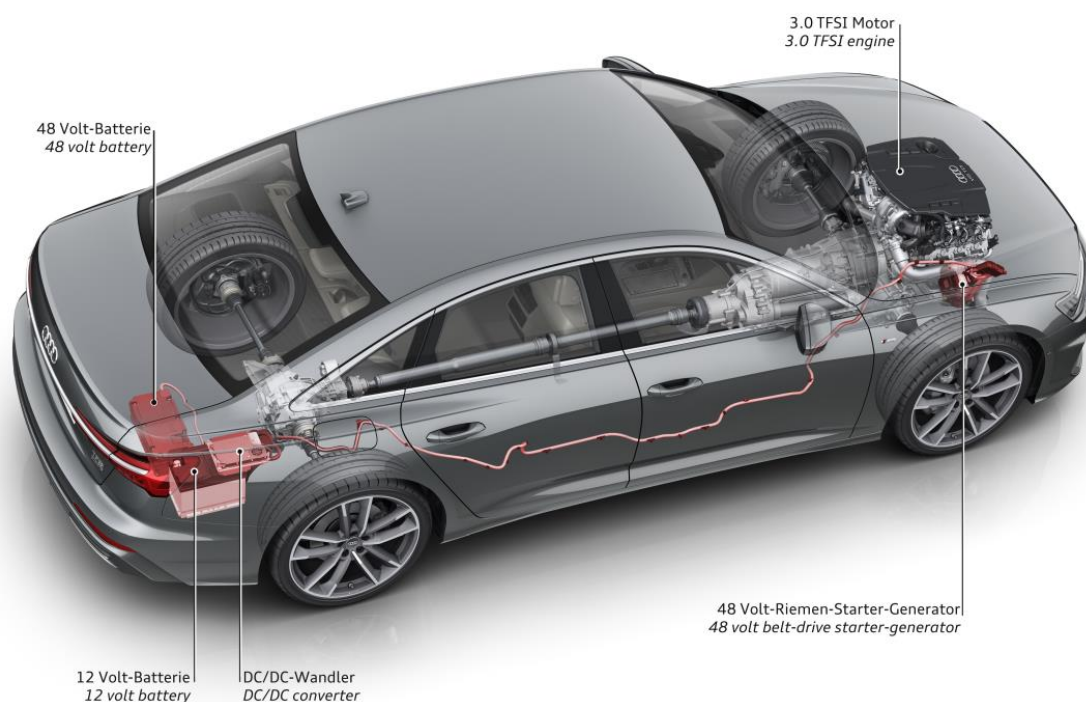
The controlled dampers, [adaptive air suspension](#), [dynamic all-wheel steering](#) and the [sport differential](#) are managed by the [electronic chassis platform \(ECP\)](#), another major innovation in the new Audi A6. As the central suspension controller, the ECP collects comprehensive information 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 in an integrated handling controller.



Whether cornering behavior, transverse dynamics or ride comfort – the advantages of the highly networked control system can be felt everywhere. In addition, the driver can himself adjust the settings with the [Audi drive select](#) dynamic handling switch for all controlled suspensions, with a choice of comfort, auto and dynamic modes. The driver experiences a new, additional spread between comfort and sport than on the predecessor – even the [dynamic all-wheel steering](#) varies its ratio and the degree of feedback.

The wheel lineup starts with the aero wheels in the sizes 17 and 18 inches. From the 19-inch format, torus absorbers – foam pads glued into the tires – reduce unwanted droning frequencies. The standard wheels measure 8.5 J x 21 and are equipped with 255/35 tires. If a wheel has been fitted loosely, say after changing tires, a warning comes on in the ESC – a unique function in the market.

Brakes with fixed calipers made from aluminum at the front, each with six brake pistons, deliver outstanding deceleration figures. The front discs measure 375 millimeters (*14.8 in*) in diameter on the 3.0 TFSI (rear: 350 millimeters / *13.8 in*) and combine cast friction rings with aluminum brake pots. Electronic Stabilization Control (ESC) provides even more precise control than in the previous model.



Powertrain

For the market introduction of the new Audi A6 in Europe in July the engine range will feature three turbocharged engines – one gasoline unit and two diesel engines.

All engines have been developed from scratch or partially upgraded and stand out with their outstanding power delivery, refinement and efficiency. Other four-cylinder engines, in gasoline and diesel versions, will join the lineup in the course of the year.

In the Audi A6 55 TFSI (combined fuel consumption in l/100 km: 7.1 – 6.7 (33.1 – 35.1 US mpg)*; combined CO₂ emissions in g/km: 161 – 151 (259.1 – 243.0 g/mi)*), the 3.0 TFSI produces 250 kW (340 hp) and delivers 500 Nm (368.8 lb-ft) of torque over a broad band from 1,370 to 4,500 rpm. It accelerates the business-class sedan from 0 to 100 km/h (62.1 mph) in 5.1 seconds, and its top speed is electronically limited to 250 km/h (155.3 mph).

The new three-liter V6 gasoline unit with its aluminum crankcase weights just 172 kilograms (379.2 lb). Its exhaust end lies inside the 90° vee, so the short gas paths and the twin scroll charger guarantee spontaneous responsiveness. The [B cycle combustion process](#) – an Audi development – ensures superb efficiency. To support it, the [Audi valvelift system](#) (AVS) adjusts the intake valves in two stages based on load and engine speed. Another efficiency element is thermal management with its separate cooling loops for the crankcase and cylinder head. The exhaust manifold is integrated into the cylinder head; this helps the engine heat up quickly after a cold start.

*Fuel consumption and CO₂ emission figures given in ranges depend on the tires/wheels used.



The Audi A6 55 TFSI (combined fuel consumption in l/100 km: 7.1 – 6.7 *(33.1 – 35.1 US mpg)**; combined CO₂ emissions in g/km: 161 – 151 *(259.1 – 243.0 g/mi)**) is fitted with a seven-speed S tronic and uses the quattro with ultra technology. It offers maximum efficiency and does not perceptibly differ from permanent systems in terms of traction and driving dynamics. As long as the Sedan is being driven with moderate gear changes and there is no risk of tire slip, the system uses the economical front-wheel drive. If all-wheel drive is required, a clutch instantly activates it, in many cases and in certain situations even predictively. The quattro with ultra technology also works together with the wheel-selective torque control.

The 3.0 TDI in the Audi A6 50 TDI (combined fuel consumption in l/100 km: 5.8 – 5.5 *(40.6 – 42.8 US mpg)**; combined CO₂ emissions in g/km: 150 – 142 *(241.4 – 228.5 g/mi)**) produces 210 kW (286 hp) and delivers 620 Nm *(457.3 lb-ft)* of torque, the latter between 3,500 and 4,000 rpm. The standard sprint takes 5.5 seconds and the top speed of 250 km/h *(155.3 mph)* a mere formality. Fuel consumption is just 5.5 liters per 100 km *(42.8 US mpg)*, which equates to CO₂ emissions of 142 grams per kilometer *(228.5 g/mile)*.

The 3.0 TDI stands out with its myriad high-tech solutions. Its sophisticated thermal management includes separate cooling loops for the crankcase and cylinder heads, the water jackets in the head feature a two-part design. 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 also to the crankcase made from lightweight cast iron with vermicular graphite, the powerful diesel unit weights just 190 kilograms *(418.9 lb)*.

Audi A6	55 TFSI (3.0 TFSI)	50 TDI (3.0 TDI)
Displacement in cc	2,995	2,967
Max. power output in kW (hp) at rpm	250 (340) from 5,000 – 6,400	210 (286) from 3,500 – 4,000
Max. torque in Nm (lb-ft) at rpm	500 <i>(368.8)</i> from 1,370 – 4,500	620 <i>(457.3)</i> from 2,250 – 3,000
Top speed in km/h (mph)	250 <i>(155.3)</i>	250 <i>(155.3)</i>
Acceleration 0 – 100 km/h (62.1 mph) in s	5.1	5.5
Fuel consumption (combined) in l/100 km (US mpg)	6.7 – 7.1 <i>(33.1 – 35.1)*</i>	5.5 – 5.8 <i>(42.8 – 40.6)</i>
Combined CO ₂ emissions in g/km (g/mi)	151 – 161 <i>(243.0 – 259.1)*</i>	142 – 150 <i>(228.5 – 241.4)*</i>
Powertrain	quattro	quattro

* Figures depend on the tire/wheel sets used



An eight-speed tiptronic, which provides smooth, rapid gearshifts, is used to transfer the power on the V6 TDI. When coasting and rolling out, a clutch in the central transmission opens and interrupts the power connection. An electric oil pump makes it possible for the tiptronic to engage the gear that will be needed after the rolling phase. An rpm-adaptive torsion damper with a centrifugal force pendulum largely compensates for undesirable vibrations in the engine; this permits driving from an engine speed range as low as 1,000 revolutions per minute. The 3.0 TFSI is paired standard with a seven-speed S tronic. It also features a centrifugal force pendulum. Two electric oil pumps and an accumulator ensure gearshifts while the vehicle is coasting or stationary.

Depending on the transmission, Audi fits the standard quattro drive in different variants. 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 the grip fades on one axle, it can be sent up to 70 percent forward and a maximum 85 percent to the rear. All seven-speed S tronic transmissions use the efficient quattro all-wheel drive with ultra technology, which instantly activates the rear axle where necessary.

With a sporty driving style, the wheel-selective torque control of the sport differential rounds out the handling by slightly braking the near-side wheels before they slip and can thus lose lateral stability.

The optional sport differential at the rear axle is another supplement for the quattro permanent all-wheel drive in the V6 diesel engines – when cornering at speed the sport differential forwards the bulk of the torque to the far-side wheel that has more traction.

DESIGN

The exterior of the new A6 represents the new design language, which Audi premiered in the A8. While the A8 stands for prestige and the A7 for progressiveness in Audi's new premium class design language, the new A6 exudes technical elegance. The signature of the HD Matrix LED headlights visualizes the Sedan's high level of technology. In the interior too, the new A6 reinforces the brand claim "Vorsprung durch Technik." The A6 offers this with the black-panel design on the instrument panel, which creates a flowing transition between display and trim panel. This is the most modern interior in its class at present. The numerous trim variants allow wide-ranging characters to make their mark, from elegant through sporty.



Exterior design

The new Audi A6 is 4,939 meters (*16.2 ft*) long, 1,886 meters (*6.2 ft*) wide and just 1,457 meters (*4.8 ft*) high. The exterior stands out with its balanced proportions, visually shorter overhangs, athletically taut surfaces, sharply defined edges and striking lines.

The Sedan's Singleframe grille is wider and set down lower than on the predecessor model. It conveys an initial impression of technological expertise. Large, side air inlets with functional air curtains emphasize the Sedan's sporty character; pronounced contours bring them to a finish lower down.

Seen from the side too, the design of the A6 is tauter than before. A contour stretches across the top section of the sheet metal body, which starts as an edge in the hood and ends at the rear as a separating edge. The defining theme on the sides is the quattro sculpture, represented by striking muscles above the wheel arches – a throwback to the blisters of the Audi Ur-quattro. The arched shoulder line runs slightly lower across the doors. In the associated lower section, pronounced sideblades emphasize the dynamic side view.

A characteristic domed arch dominates the roofline of the new Audi A6. The C-pillar is much flatter and the entire window line much more dynamic than before. The entire center of the car sits centrally between the axles. At the rear a chrome strip emphasizes the impression of width of the A6 and provides a link between the two rear lights. The wedge-shaped rear lights, which end externally in vertical segments, also contribute to the impression of width. They are part of the rear sculpture and with their aerodynamic finishing touches attest to the Sedan's high-tech character.



The paint range for the new Audi A6 includes the exterior colors Brilliant Black, Daytona Gray, Firmament Blue, Floret Silver, Glacier White, Ibis White, Carat Beige, Mythos Black, Navarra Blue, Seville Red, Soho Brown, Typhoon Gray and Tango Red. If required, the customer can also order customized paint finishes.

A choice of five different trim variants are available for maximum custom options: As an alternative to the basic version, Audi offers the sport, design, design selection lines and S line sport package.

Lighting design

With the headlights, customers of the new Audi A6 have a choice of three variants. They all feature [LED technology](#). The first option features the Matrix LED headlight with adaptive high beam, which consists of seven different modules. As an extension of the second bar in the Singleframe, they are split horizontally; the dominant top section accommodates the indicator, the daytime running lights and the pupil-like dipped beam modules. The daytime running light signature underlines the technical character of the A6; configured from five spatially tiered light guides and backlight LEDs, it provides very homogeneous illumination.

The top-of-the-line option is the [HD Matrix LED headlights](#) with the multi-row high beam, which consists of 32 individual light segments altogether. It also features a dynamically controllable dipped beam. The lighting control system provides a fully variable switch between dipped and high beam. The bottom zone of the headlight, which visually tends to fall into the background, houses the turning light and the two-row Matrix high beam. In each unit 32 LEDs dynamically and precisely illuminate the road, masking out other road users from the cone of light. The LEDs also act as cornering lights.

The rear lights are available in two versions. In the top-of-the-line variant (from Matrix LED headlights) the tail light is digital: Nine vertical, three-dimensional light fins on each side illuminate the tail light. When braking, the brake light fills the spaces between them. The indicator, in this case a dynamical indicator, is located at the top edge of the lights. When unlocking the doors and locking them again at the end of the journey, dynamic light sequences run briefly in the rear lights and the headlights where with HD Matrix LED headlights are fitted.



Two different lighting concepts exist for the interior lighting: the ambient lighting package and the ambient contour lighting package. With the latter, the soft ambient light makes the instrument panel, the doors and the center console appear to float in the dark. The contour light traces the broad lines; the quattro badge on the glove compartment cover is also backlit. The customer can choose from up to 30 different lighting colors in the top-of-the-line specification. The lighting concept enhances comfort and well-being of driver and passengers, particularly on long journeys in the dark and therefore crucial for high-mileage drivers and commuters. Illuminated door sill trims (standard with S line sport package, S line exterior package and the design selection) round out the range.



Interior design

The new Audi A6 offers the most modern interior design in its class and underscores Audi's leading role in this discipline. The MMI touch response operating system in the black-panel design fuses together interior architecture and user interface. The instrument panel appears light and sleek with its strictly horizontal orientation and its tiered structure. The driver and front passenger experience a generous space in which the architecture fuses seamlessly with the user interface. The top MMI touch response display is incorporated almost invisibly into the black-panel architecture – a geometrically independent sculpture surrounded by an aluminum-look frame.

The console on the center tunnel is directed at the driver and also finished in the black-panel look. It houses the bottom display for the climate functions, below there is a row of buttons for functions such as Audi drive select and the hazard warning lights. The doors also feature pronounced three-dimensional styling. Elongated decorative trim that gives the entire area the feeling of a lever, splits it in the middle and incorporates the switch strip for the seat memory function.



Colors and materials

Audi offers a wide range of colors and materials for the new A6, which accentuates the atmosphere of contemporary, timeless luxury in its very own way. Five trim lines are available: basic, sport, design, design selection (with 19-inch wheels and contour/ambient lighting package) and the S line sport package (with 19-inch wheels and sport suspension). There are also various color schemes for the interior – the dark color schemes emphasize sportiness, while the light schemes pick out the width of the interior, which is divided up into three color zones.

With the fine-wood inlays – fine grain ash, fine grain birch and walnut – the open-pore, near-natural finish contrasts harmoniously with the interior’s lounge character. The decorative trims are assigned to the trim lines; besides wood the customer has a choice of aluminum in two different finishes.

There is also a wide range of options for the seat upholstery. The customized contour seats are in top-quality Valcona leather, optionally with piping and fine perforation. The S sport seats are also in Valcona leather or a combination of leather and Alcantara; a rhombus pattern and embossed S logo adorn the top ends of the rear seatbacks. The materials have been selected with the utmost care and used on the handcrafted manufacturing level. That way, Audi underscores its leading position with the interior design and workmanship.

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the “Guide on the fuel economy, CO₂ 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).