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## **The new Audi A6 allroad quattro – a car that knows no boundaries**

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## Summary

### **The new Audi A6 allroad quattro – a car that knows no boundaries**

**The first two generations of the A6 allroad quattro from model year 2000 and 2006 were already huge successes – Audi now carries the line into its third generation. With its universal talents, the new A6 allroad quattro takes the sporty character of the A6 Avant one step further. It forges ahead, even where the asphalt ends. Its engine develops 180 kW and 580 Nm, summoning superb power with convincing efficiency.**

Measuring 4.94 metres, the new Audi A6 allroad quattro is closely related to the A6 Avant yet projects its own, rugged style in a great many details. Its lightweight body, which incorporates large areas of aluminium, provides slightly more ground clearance. Its design has been noticeably reworked; the slats in the single-frame grille run from top to bottom, for example. Audi also offers the headlights in Xenon plus (standard in limited edition models) or LED technology (optional).

For the exterior and spacious interior, the Audi designers have created custom colours and new materials for the seat covers and trim. The luggage compartment provides a volume of 565 to 1,680 litres, along with practical features such as a load-securing kit. An optional automatic tailgate combined with a retractable electric luggage compartment cover makes loading even easier.

For driving on rough terrain, a tilt angle display and hill descent assist come standard. Audi offers a number of features for maximum comfort and convenience, such as seats with a ventilation and massage function and the versatile MMI navigation plus system.

The Audi A6 allroad quattro is launching onto the market with a powerful V6 engine. The 180 kW 3.0 TDI unit out-performs its predecessor in fuel economy by 16 percent. The seven-speed dual clutch S tronic gearbox transmits power to the quattro permanent all-wheel drive, which works together with the torque-vectoring system.

Two standard features of the new A6 allroad quattro are the Audi drive select dynamic handling system with “efficiency” mode and adaptive air suspension. The air suspension with controlled damping varies the ride height of the body to suit current requirements. The standard equipment includes 20-inch wheels. The electromechanical power steering is highly responsive and efficient.

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## At a glance

### **The new Audi A6 allroad quattro**

#### **Body and exterior styling**

- Lightweight aluminium construction throughout, low vehicle weight
- 4.94 metres long, 2.91-metre wheelbase, slightly raised body
- Single-frame grille with vertical slats in platinum gray, add-on parts in contrasting paint finish or body colour
- Standard xenon plus and optional LED headlights with adaptive light
- Luggage compartment with a capacity of 565 to 1,680 litres, automatic tailgate with electric luggage compartment cover upon request

#### **Interior**

- Roomy, comfortable interior, custom colours and materials
- Tilt angle display and hill descent assist as standard
- Generous array of standard equipment, numerous luxury-class options
- Head-up display, ambient lighting, and front seats with ventilation and massage function available on request

#### **Engines**

- Powerful V6 TDI unit, with direct injection and turbocharging
- Consumption reduction of 16 percent compared with previous model
- Seven-speed S tronic transmission
- quattro drive with torque-vectoring as standard

#### **Chassis**

- Electromechanical power steering, optional dynamic steering coming soon
- Audi drive select dynamic handling system with new “efficiency” mode
- adaptive air suspension with controlled damping as standard
- Large, powerful brakes, 20-inch wheels

#### **Assistance and infotainment systems**

- Safety and assistance systems such as Audi pre sense and adaptive cruise control with stop & go function, Audi active lane assist, Audi side assist and park assist with surround view camera
- MMI navigation plus with MMI touch and eight-inch display
- Optional BOSE Surround Sound System

Full version

## **Elegance and versatility – the new Audi A6 allroad quattro**

**Audi is again expanding its A6 model family – the new A6 allroad quattro has arrived in Australia. Built to handle every road and gravel track, the large Audi is the most expressive way to drive an Avant. Equipped with standard adaptive air suspension, the powerful V6 TDI engine develops 180kW.**

### **Body**

The new A6 allroad quattro is 4,940 millimetres long, 1,898 millimetres wide, and 1,474 millimetres high. It surpasses its predecessor by six millimetres in length, by 36 millimetres in width, and by 13 millimetres in height. Its wheelbase has grown by 72 millimetres, whereas the front overhang is now 77 millimetres shorter.

The body follows the Audi ultra lightweight concept – approximately 20 percent is made of aluminium, a material with which the brand with the four rings has had a clear lead over the competition for quite some time. The body weighs approximately 15 percent less than a comparable all-steel construction.

In the A6 allroad quattro, the cross-strut in the engine compartment and the cross-members behind the front and rear bumpers are made of aluminium sections. The suspension strut domes at the front of the car are aluminium castings. The previous model required ten sheet-steel components each in this area, and these were 10.9 kilograms heavier. The integral subframe behind the instrument panel, the rear shelf, the cross-member in the trunk, the front fenders, the doors, the hood, and the trunk lid are all made of aluminium panels. For Audi, the principle of ultra lightweight design means using the right material in the right place to achieve an optimal result. This is why the body of the A6 allroad quattro also comprises high-end steels of various strength classes, alongside the many aluminium components. The strongest of these are the hot- shaped steels. An external temperature differential during the shaping process gives them an extremely high tensile strength.

They require relatively thin wall thickness and are accordingly lightweight.

Hot-shaped steels are used in the B-pillars, in the transition from the front section of the car to the passenger cell, in the A-pillars and the roof arches, in the center tunnel and the side sills, at the transition of the side sills to the rear section of the car, and in the floor panel. In many areas, Audi uses tailored blanks, panels of various thicknesses within the component geometry.

### **Other strong points: stiffness, acoustic comfort, and safety**

The body features many other strong points in addition to its light weight. It achieves best-in-class figures for static and dynamic torsional stiffness, thus providing the basis for the excellent production quality, the precise handling, and the quiet ride the Audi A6 allroad quattro offers. The hydraulically cushioned rear axle bearings also make a significant contribution to the outstanding vibrational and acoustic comfort. The windshield incorporates a standard noise-insulating safety film, and there are three sealing strips on each door.

The Audi A6 allroad quattro achieves a drag coefficient of 0.31 and has a frontal area measuring 2.36 m<sup>2</sup>, clearly outperforming its predecessor in total aerodynamic drag. Its paneled underbody channels air in a controlled manner, and air also flows through the engine compartment with minimal losses.

The body also achieves top scores in terms of passive safety. In the interior, the Audi adaptive restraint system provides optimum protection through a precisely harmonious interplay among components and networking with the Audi pre sense safety system.

The safety system comprises two airbags at the front, two in the backrests of the front and rear seats, and two in the roof frame; the Audi integral head restraint system, and the power belt force limiters for the front seats. Isofix child seat anchor points in the rear are standard.

## Exterior design

The exterior of the Audi A6 allroad quattro has sporty-progressive styling with rugged accents. Its proportions are balanced; sharp lines delineate taut, muscular surfaces, and the low roofline transitions elegantly into the relatively shallow D-pillars. The tornado line, another typical Audi design feature, lends strength to the body's shoulders. Above the side sills lies the dynamic line, turning up slightly at the rear of the car.

The single-frame radiator grille with upper beveled corners dominates at the front. Its frame gleams in an aluminium look, and the 23 platinum grey slats are positioned vertically. The tapered headlights give the A6 allroad quattro a determined look. The engine hood shapes their top edge, and the bottom edge forms a wavelike contour. A washer system for the headlights is standard.

The bumper is painted in one of two available contrasting colours: anthracite matt or black matt. Aluminium-look strips adorn the slats in the air intakes, and aluminium-look rings frame the fog lights (when equipped with halogen headlights). An underbody guard finishes off the bumper at the bottom.

Seen from the side, a striking feature of the Audi A6 allroad quattro are its broad fenders, filled by large 20-inch wheels. The edges of the wheel wells and the side sills, featuring angular overlays, are painted in contrasting colour. The window capping strips are painted black, and the roof rails, also black, are mounted on crossbars. The third brake light is integrated into the roof spoiler.

Trapezoidal lights divided into two parts emphasise the width at the sculpted, three-dimensional rear of the car. A matt black diffuser insert envelopes the two flat-bottomed tailpipes for the exhaust system, with surfaces covered in chrome. A stainless-steel underbody guard finishes off the tail end at the bottom. Like at the front end, the bumper is painted in a contrasting colour.

The A6 allroad quattro limited edition models are available in a choice of four metallic paint colours: Dakota Gray, Ice Silver, Ibis White and Phantom

Black. Audi also offers an aluminium-look exterior. Here, the strips on the window cappings and the inlays in the door handles gleam with an aluminium look, and the side sills feature stainless-steel strips.

### **Leading the competition: LED headlights**

The headlights are available in a choice of two versions. Xenon plus lights are standard and LED headlights are optional – a technology in which Audi has a clear lead over the competition. Standard with the optional LED headlights is the high-beam assistant that switches automatically between dipped and main beams as necessary, taking oncoming traffic into consideration.

The xenon plus technology includes an LED daytime running light strip and new all-weather lights that replace the fog lights. The top version in the new A6 allroad quattro are the LED headlights. With a colour temperature of 5,500 Kelvin, their white light resembles daylight, which is easier on the eyes at night.

With their custom design, the LED headlights are visually impressive; they are maintenance-free, long-life, and extremely energy-efficient. The all-weather lights, the high-beam assistant, and the highway lights also come standard with this headlight version.

In combination with the xenon plus and LED headlights, Audi offers tail lights with LED technology, giving a three-dimensional effect to their light pattern. The tail lights, which are generated by 90 individual LEDs, give the appearance of a broad, visually homogeneous arc owing to the upstream diffused optics.

### **Interior and trunk**

Thanks to the long wheelbase measuring 2,905 millimetres, the interior of the Audi A6 allroad quattro offers plenty of room even for tall people. Compared with the predecessor, the front headroom, the length of the interior and the shoulder width have increased slightly; the front seats are now 20 millimetres further apart.

The interior design takes up the sinewy lines of the exterior. The large



wrap-around inlay begins at the driver's door and runs in an arc, passing beneath the windshield and on to the front passenger's door. The wide, asymmetric center console is oriented toward the driver. The instrument panel rounds off the concept of the taut lines with an elegant sweep.

The front seats can be adjusted to a variety of settings, with electric four-way lumbar support and a memory function for the driver's seat. Seat heaters come standard for those in the front row.

There are spacious, practical storage features at every seat, and the front door pockets can hold a one-litre bottle. A tilt-adjustable armrest at the front, complete with a storage compartment, and an optional storage package ensure the interior remains tidy.

The A6 allroad quattro has clearly structured, intuitive ergonomics. The instruments are easy to read, and a start-stop button replaces the conventional ignition switch. The driver information system combines all key information and settings in an intuitive menu structure; it also includes the efficiency program, which gives the driver tips on efficient shifting.

The driver information system is operated via the standard leather multifunction steering wheel. Its buttons and roller switches are also used to control the phone and audio devices. Audi offers a three-spoke steering wheel with shift paddles as standard.

The MMI with its elegant, electrically retractable onboard monitor serves as a second control unit. The latest generation of the system is used, with gleaming aluminium-look soft keys. An exclusive feature on board the A6 allroad quattro is the angle of inclination in the lateral and longitudinal direction – helpful information when traveling off-road.

### **No compromises: the finish**

The quality without compromise with which Audi builds cars can be experienced in every detail of the interior. The materials have been selected and processed with the utmost care. The switches, levers, and control knobs move easily and precisely. The gaps are even and narrow. Chromed-covered trim and discreet inlays add visual touches in many areas.

A UV-cured topcoat makes heavily used components in Piano finish black extremely scratch-resistant.

The carpet and instrument panel in the A6 allroad quattro are consistently black. The aluminium molding in the door sills is emblazoned with “allroad” badges. Special welcome messages appear on the driver information system display and MMI monitor when the ignition is switched on.

In the standard trim level, the seats are covered with Milano leather as standard. The inlays are coordinated with the interior colours: aluminium trim perfectly offsets the full black interior.

### **Luggage compartment**

Lined with high-quality carpeting, the luggage compartment in the Audi A6 allroad quattro provides a capacity of 565 litres. Levers are used to fold the split rear back seats into the side panels, thus increasing the volume to 1,680 litres. The loading width is 1,050 millimetres, and the loading lip is 624 millimetres high. The loading length is 1,181 millimetres, with 785 millimetres added when the backrests are folded down.

Bag hooks, a side fastening belt, a tray for dirty items under the loading floor and roof rails are standard, as are four large fastening rings that can be moved on rails at the edges of the loading floor. The luggage compartment partition net can be secured in two positions.

To supplement this system, Audi offers a load-securing kit that includes a telescopic bar and belt for flexible partitioning of the area. There is also an electric drive for the tailgate. It is coupled with the electric luggage compartment cover – guided by rails into the D-pillar paneling, the retractable cover follows the tailgate.

The accessories program includes many features for transporting sports and recreational equipment, from roof racks to the partition grille. Modifications to the body, axles, radiator, and fan, plus an appropriate engine-transmission application, allow the new A6 allroad quattro to pull trailer loads of up to 2,500 kilograms.

## **Engine**

The new A6 allroad quattro is launching onto the market with a strong, refined V6 TDI engine. A turbocharged, direct-injection powerplant, it makes use of technologies from the brand's modular efficiency platform – the start-stop system, the energy recovery system, and the innovative thermal management concept. Compared with the previous model, fuel consumption has improved by 16 percent, whereas output has increased substantially.

The ultra-modern 3.0 TDI, with its 2,967 ccm displacement, has a low weight of less than 200 kilograms, an energy-efficient chain drive, low internal friction, and a regulated oil pump. The crankcase and the cylinder heads have separate coolant circuits connected to one another via valves.

It develops 180 kW, the A6 allroad quattro accelerates from 0 to 100 km/h in just 6.6 seconds, and top speed is 236 km/h. It consumes on average 6.3 litres per 100 km, corresponding to 165 grams CO<sub>2</sub> per km.

## **Drivetrain**

The new Audi A6 allroad quattro comes factory-equipped with the sporty seven-speed dual-clutch S tronic transmission. It is at the leading edge of technology, part of the innovative thermal management concept, and stands out due to its high efficiency, working together perfectly with the start-stop system.

The lower gears feature short, sporty ratios, while the upper gears are long to reduce revs and fuel consumption. The differential is upstream of the clutch or torque converter, shifting the front axle far forward.

The seven-speed S tronic comprises two transmission sections; these are operated by two clutches, the larger of which encloses the smaller one. Direct shifting takes place as the clutch changes. The process takes only a few hundredths of a second and is so smooth that it can hardly be felt at all.

The electronic control system has a fully automatic mode at the ready, with two types of operation: D (Drive) and S (Sport). Alternatively the driver can shift manually, via shift paddles on the steering wheel.

The quattro permanent all-wheel drive employs a purely mechanical concept and therefore operates without any lag. In the basic power-distribution ratio, its self-locking centre differential funnels 60 percent of engine torque to the rear axle and 40 percent to the front – a sporty characteristic. If one wheel slips, most of the power goes to the other axle at lightning speed. Up to 70 percent can flow to the front wheels and up to 85 percent to the rear wheels.

The quattro drive works closely together with torque-vectoring. This intelligent software solution will detect and respond if an inside front wheel loses grip while the vehicle corners at a high speed. In this case it brakes the wheel just slightly, almost unnoticeably, making the handling even smoother.

## **Chassis**

The chassis of the A6 allroad quattro combines impressive sporty performance with luxurious comfort, enabling dynamic shifting along with a smooth ride.

At the front is a five-link suspension with aluminium-forged links. These can handle longitudinal and lateral forces separately. An integral subframe made of high-strength steel serves as the backbone of the suspension. The front track on the Audi A6 allroad quattro measures 1,631 millimetres, 35 millimetres more than the previous model.

With a track measuring 1,596 millimetres (nine millimetres wider) the rear suspension follows the self-tracking trapezoidal link principle. The links here are made of aluminium, and the subframe of steel. Two hydraulically cushioned bearings connecting the subframe to the body also contribute significantly to the superior ride comfort.

The newly developed electromechanical power steering is responsive and direct, with a ratio of 16.1:1. Its power assistance depends on the driven

speed. Because the steering requires no power when driving straight ahead, it lowers fuel consumption by approximately 0.3 litres per 100 km. Coming soon is dynamic steering, which uses a superposition gear to vary its steering ratio by approximately 100 percent. This increases driving safety and dynamics when cornering at the handling limits.

### **As you like it: Audi drive select**

Audi drive select is standard on the new A6 allroad quattro. With it, the driver can vary the function of the engine, the automatic transmission, the optional sport differential, the steering or optional dynamic steering, and the air suspension in a number of modes. In “individual” mode, these systems can be freely configured for the most part.

In “efficiency” mode, which facilitates a particularly fuel-efficient driving style, Audi drive select also governs the deluxe automatic air conditioner and adaptive cruise control (ACC) with stop & go function. This system also controls the adaptive light, ambient lighting and Audi pre sense.

The standard adaptive air suspension (air suspension with controlled damping) ensures a smooth ride. In the front suspension struts, pneumatic springs enclose the shock absorbers; these components are separated in the rear suspension. A control unit adjusts the shock absorbers according to road conditions, the driver’s style, and the mode selected in Audi drive select (dynamic, automatic, comfort, allroad, or lift).

The adaptive air suspension sets the height of the body at different levels depending on the vehicle speed and the driver’s request. At continuously higher speeds, it lowers the level by 15 millimetres in automatic mode. At speeds up to 80 km/h, it raises the level by 35 millimetres at the push of a button – this allroad mode is ideal for rough terrain. In addition, when driving slowly, the driver can select a lift mode, increasing the ground clearance of the A6 allroad quattro by another ten millimetres.

The Audi A6 allroad quattro is fitted with 20-inch alloy wheels in 5-parallel-spoke design and 255/40 R20 tyres. Additional tyres with diameters of 18, 19, and 20 inches are available from Audi and quattro GmbH.

The tyres have been optimised for rolling resistance, without compromising dynamics or comfort. An indirect-measure tyre pressure indicator is standard.

The high thermal capability of the internally ventilated wheel brakes (measuring up to 365 millimetres in diameter at the front) ensures powerful deceleration. The floating calipers at the front vary based on engine performance. For steep downhill stretches, the driver can activate a hill descent assist, which limits the speed to 10 to 20 km/h. The electronic stabilisation program (ESP) also integrates an auto release function and a sport mode.

### **Driver assistance systems**

Audi offers a wide range of optional driver assistance and safety systems for the new A6 allroad quattro. These are closely networked with each other and with other control devices in the car and make driving more relaxing, effortless, and pleasant. Yet another innovation in the A6 allroad quattro is the standard rest recommendation function. This system uses steering motions and additional parameters to detect if the driver is getting tired and issues an appropriate warning.

The central driver assistance system is the radar-based adaptive cruise control with stop & go function and Audi pre sense front. By accelerating and braking, it maintains a safe distance between the new A6 allroad quattro and the vehicle ahead. The driver can specify the distance and control dynamics. The system covers the entire speed range from 0 to 250 km/h, including city traffic. It resolves almost all situations like an accomplished driver – with confidence and composure.

The Audi pre sense front version comes standard in combination with ACC stop & go. The system helps to prevent potential rear-end collisions with the vehicle ahead, or to mitigate the consequences of such accidents.

In a precarious situation, it prompts the driver to apply the brakes using a staged warning concept. If the driver remains passive, the system autonomously applies partial braking. In the full version – Audi pre sense

plus as part of the assistance package – the system initiates full braking shortly before a crash.

### **Greater safety when changing lanes: Audi side assist**

The Audi side assist lane change assistant operates using rear-facing radar sensors during lane changes at speeds over 30 km/h. If the driver activates the turn signal even though there is a risk of collision, a brightly flashing yellow LED indicator appears in the outside mirror housing. Audi side assist is mated with the Audi pre sense rear system, which also initiates preventive protective measures.

Audi active lane assist takes up its duties at 65 km/h. A video camera on the interior mirror detects the lines on the road. If the A6 allroad quattro approaches a lane marking without the turn signal having been activated, the system gently intervenes in the electromechanical steering to coax the driver to remain in the lane. Both the intensity and the timing (early or late) of this intervention can be specified.

For stress-free parking, a number of solutions are available, two of which are particularly attractive. Park assist with surround view creates an image of the vehicle's surroundings using twelve ultrasonic sensors. At the push of a button, it guides the vehicle into – and back out of – longitudinal and transverse parking spaces. The surroundings display warns of obstacles located on the sides. Audi can also combine the system with an optional reversing camera.

The parking system plus with surround view camera uses four small wide-angle cameras in the car. The pictures it takes of the car's immediate surroundings are visible on the MMI monitor. The driver can bring up different views – particularly useful on rough terrain when there are large obstacles to be bypassed.

## **Infotainment**

The MMI navigation plus system is standard in the A6 allroad quattro, which includes a 60 GB hard disk, a DVD drive, and a voice control system. It has a dual tuner, two SD card readers, Bluetooth interface and networks with the driver information system. It allows the driver to operate important features of the audio, navigation, and phone systems and to enter the complete navigation destination – house number, street, and city – with a single sentence. Alternatively, the driver can use the classic Audi control area with the large rotary pushbutton.

A graphics processor from market leader NVIDIA generates top-quality, three-dimensional images. The map is a high-resolution 3D model with points of interest in many cities recreated in great detail. Thanks to its high resolution of 800 x 480 pixels, the 8-inch diagonal MMI monitor presents all images crystal clear and in vibrant colours.

MMI touch features the trend-setting touchpad. The driver enters a destination or the telephone number by drawing the letters and numbers on the control panel with a finger. The system provides acoustic feedback after each character so that the driver's eyes can stay on the road. The push of a button transforms the pad into a control panel containing six freely selectable radio stations.

MMI navigation plus works closely together with additional driver assistance systems in the new Audi A6 allroad quattro.

The optional BOSE surround sound system carries the sound to 14 speakers via an amplifier with an output of over 600 watts.