Communications Model Lines, Innovation and Technology
Eva Stania
Phone: +49 152 577 670 44
Email: eva.stania@audi.de
www.audi-mediacenter.com

November 2019

PRODUCT INFORMATION

The New Audi RS 6 Avant

Condensed Information **2**
The most important information on the Audi RS 6 Avant

The Facts **5**
Product highlights at a glance

The Car in Detail **7**
Everything you need to know about the Audi RS 6 Avant
- Engine 7
- Transmission 10
- Exterior design 11
- Lighting technology 12
- Suspension 13
- Body 18
- Interior 19
- Operating concept 20
- Infotainment and Audi connect 22
- Driver assist systems 23
- History 24

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

The New Audi RS 6 Avant

441 kW (600 PS) and 800 Nm *(590.0 lb-ft)* of torque – the new RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5* *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263* *(431.3–423.3 g/mi)*) combines impressive performance with top-of-the-line equipment. It offers the everyday practicability that is typical for the Avant and positions itself clearly at the top of the A6 family with its distinct RS design. The new Audi RS 6 Avant will go on sale in dealerships in Germany and other European countries at the end of 2019. The basic price will be EUR 117,500.

"Throughout our 25-year RS history, the Audi RS 6 Avant** has been one of our absolute icons that has a large global fan base," says Oliver Hoffmann, Managing Director of Audi Sport GmbH. "We will also be offering the RS 6 Avant in North America for the very first time. In doing so, we will be tapping into a new market with huge potential and generating further global growth."

Consistently distinct: the exterior design
The new Audi RS 6 Avant is no wolf in sheep's clothing – it shows off its distinct design with great confidence. Aside from the front doors, the roof and the luggage compartment cover, all body panels are RS-specific. The wheel arches, which are flared by around 40 millimeters *(1.6 in)* on each side, and wheels with a diameter of up to 22 inches emphasize the sporty character of the high-performance Avant, which measures roughly five meters *(16.4 ft)* in length. The new hood with powerdome, the striking lateral air inlets with vertical wings, and the wide flat Singleframe leave no doubt as to the unconditional drive of the RS icon. RS-specific HD Matrix LED headlights with Audi laser light and darkened bezels are available as an alternative to the standard LED headlights.

Supreme power package: the twin-turbo V8
The 4.0 TFSI in the new Audi RS 6 Avant delivers a greater output combined with an increased level of efficiency. The V8 power unit delivers 441 kW (600 PS) and provides 800 Nm *(590.0 lb-ft)* of torque (combined fuel consumption in l/100 km: 11.7–11.5* *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263* *(431.3–423.3 g/mi)*) consistently within an incredibly wide engine speed range from 2,050 to 4,500 rpm. It takes just 3.6 seconds to accelerate from zero to 100 km/h *(62.1 mph)*. And in a mere 12 seconds, the high-performance Avant reaches 200 km/h *(124.3 mph)*. The top speed is electronically limited to 250 km/h *(155.3 mph)*; this can be increased to 280 km/h *(174 mph)* with the optional dynamic package and even to 305 km/h *(189.5 mph)* with the dynamic plus package.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

It features efficiency elements in the form of the mild-hybrid system (MHEV) with a 48-volt main electrical system and the cylinder on demand (COD) system that switches off four cylinders in operating situations that demand less output. Power is transmitted to the quattro permanent all-wheel drive via the standard eight-speed tiptronic with faster gear changing. The wheel-selective torque control and the optional quattro sport differential optimize traction, stability and dynamics.

Direct contact with the road: the suspension

The standard RS adaptive air suspension with controlled damping is tuned specifically for the RS and allows a top speed of 305 km/h *(189.5 mph)* for the first time in conjunction with the dynamic package plus. The RS sport suspension plus with Dynamic Ride Control (DRC) is an option that provides even greater dynamism. It works with steel springs and three-way adjustable dampers that counteract the movements of the vehicle body with no delay, without the use of electronics. In the normal position in "auto," "comfort" and "efficiency" modes, the body of the new RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5* *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263* *(431.3–423.3 g/mi)*) sits 20 millimeters *(0.8 in)* lower than an Audi A6 Avant with standard suspension. At speeds of 120 km/h *(74.6 mph)* and above, the air suspension lowers the RS 6 by another ten millimeters *(0.4 in)* in the three modes specified above. In "dynamic" mode, the body remains at this low ride height permanently for both suspension types. On poor road surfaces, the RS adaptive air suspension offers a "lift" that can raise the RS 6 Avant 20 millimeters *(0.8 in)* above its normal position at low speeds.

The new RS 6 Avant is fitted as standard with progressive steering with a sporty and direct ratio whose newly developed power assistance reports back a direct connection between the driver and the road. The high-performance Avant can be equipped with dynamic all-wheel steering as an option. It combines the dynamic steering at the front axle with the additional rear-axle steering. The combination of dynamic steering and rear-axle steering changes the overall steering ratio within a range of 9.5 to 17.0 – from very direct at low speeds to extremely stable at high speeds. The new RS 6 Avant comes with 21-inch wheels as standard, and Audi can also install 22-inch wheels as an alternative. The newly developed RS ceramic brake system with discs measuring 440 millimeters *(17.3 in)* at the front and 370 millimeters *(14.6 in)* at the rear is a further option. The RS ceramic brake system weighs 34 kilograms *(75 lb)* less than its steel counterpart and thereby reduces the unsprung masses.

The character of the RS 6 Avant** can be modified at any time via the Audi drive select dynamic handling system. The new customizable RS-specific RS1 and RS2 modes, which can be enabled directly via the RS MODE button on the steering wheel, are available in addition to the familiar profiles comfort, auto, dynamic and efficiency. Once these have been set to suit the driver's personal preferences and stored, they can be enabled directly via the RS MODE button on the steering wheel without having to operate the MMI touch response again.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Sporty and progressive: the interior

The interior design of the new RS 6 Avant** is forward-looking and markedly driver-oriented. The user interface of the fully digital operating system MMI touch response is easy to read and harmonizes with the sleek black panel design. The two displays with haptic and acoustic feedback are positioned one above the other and can be operated via touch and swiping movements. Special RS displays in the Audi virtual cockpit provide additional trip and vehicle data. The shift light display prompts the driver to upshift when the rev limit is reached. The optional head-up display also displays some RS-specific information, for example the shift light display.

RS sport seats with a rhombus pattern and RS embossing in Alcantara/leather combination are fitted as standard. Alternatively, the seat upholstery is available in perforated Valcona leather with honeycomb pattern and RS embossing. The RS design packages in red and gray add some color and a greater level of sportiness to the interior. For example, the steering wheel rim, gear lever gaiter and knee pads are designed in Alcantara with contrasting stitching. Belt straps with color edging and RS floor mats round out the package. Inlays in gray-brown wood natural or matt aluminum add further customization options.

An advantage in terms of its great everyday usability is that the new RS 6 Avant is even roomier inside. The luggage compartment has a capacity of between 565 *(20.0 cu ft)* and 1,680 liters *(59.3 cu ft)*, the loading width between the wheel arches is now 1.05 meters *(3.4 ft)*, 14 millimeters *(0.6 in)* larger than the previous model. By folding down the split-folding rear bench seat in the ratio 40:20:40, the length of the luggage compartment increases to roughly two meters *(6.6 ft)*. The luggage compartment lid and the luggage compartment cover are electrically operated as standard. Sensor control via foot gesture and an electrically unlocked, swiveling trailer towing hitch are available in addition upon request.

Convenient, efficient and safe: the driver assist systems

Audi has combined some of the 30 plus driver assist systems in the new RS 6 Avant in the “city” and “tour” packages. They make driving even more comfortable, efficient and safe. One highlight is the adaptive cruise assist (ACA), which adds a lane-tracking function to the adaptive cruise control (ACC). This increases the level of comfort on long-distance journeys in particular. To do this, it integrates the functions of the adaptive cruise control and the Audi active lane assist. A lane assist function for bottlenecks and congestion situation are also integrated. Behind the assistance systems is the central driver assistance controller (zFAS) that constitutes the central interface for all assist systems. It continuously computes a model of the surroundings. This centralized environment model enables the assistance systems to further improve their performance compared to the predecessor model, for example, when they detect the end of a traffic jam and initiate braking.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

The Facts

The New Audi RS 6 Avant

Exterior design and lighting technology

- Unparalleled body style with RS-specific exterior design: Just three carry-over parts from the A6 Avant – the front doors, roof and luggage compartment lid.
- Wider body: wheel arches flared by around 40 millimeters *(1.6 in)* on each side
- Distinct front end: flatter and wider Singleframe in gloss black
- Exclusively within the A6 family: optional HD Matrix LED headlights with Audi laser light and darkened bezels, LED headlights as standard
- RS exhaust system with oval tailpipes on both sides
- Three styling packages add highlights in gloss black, carbon or matt aluminum to the exterior
- Audi rings and RS logos in gloss black upon request
- Thirteen exterior paint finishes, including two RS-specific shades of Nardo gray and Sebring black, crystal effect; five matt effect paint finishes
- Alloy wheels in 21-inch and 22-inch sizes with RS 6-specific design

Engine and drivetrain

- More power, greater efficiency: 4.0 TFSI twin-turbo V8 with 441 kW (600 PS) at engine speeds between 6,000 and 6,250 rpm and 800 Nm *(590.0 lb-ft)* of torque remains consistent within an engine speed range from 2,050 to 4,500 rpm.
- Extra 29 kW (40 PS) thanks to larger compressor wheels and boost pressure increased by 0.2 bar to 1.4 bar (relative).
- Zero to 100 km/h *(62.1 mph)* in just 3.6 seconds and on to 200 km/h *(124.3 mph)* in just 12 seconds
- Top speed of up to 305 km/h *(189.5 mph)* upon request with dynamic package plus
- Mild-hybrid system (MHEV) based on the 48-volt main electrical system; enables gliding with the engine switched off, fast restart and an extended stop/start range starting at just 22 km/h *(13.7 mph)*
- Cylinder on demand (COD) system for temporarily shutting off four of the eight cylinders
- New eight-speed tiptronic makes it possible to deploy the 100 Nm *(73.8 lb-ft)* of extra torque
- quattro permanent all-wheel drive with self-locking center differential as standard: Front/rear power distribution of 40:60 as standard and optionally up to 70:30 or 15:85

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Vehicle dynamics

- Advanced five-link front and rear axles
- Wide range of driving characteristics adjustable via the dynamic handling system Audi drive select
- Via the new "RS1" and "RS2" drive modes, the engine and transmission management, the power steering, the suspension, the dynamic all-wheel steering, the quattro sport differential and the engine sound, for example, can be adjusted individually and stored in the MMI touch response. The settings can then be accessed and changed quickly via the "RS MODE" steering wheel button
- Completely new standard RS adaptive air suspension with controlled damping is 50 percent more taut than the air suspension in the A6 Avant
- Optional: enhanced RS sport suspension plus with electrohydraulic Dynamic Ride Control (DRC) reduces pitch and rolling movements
- Sporty and direct progressive steering as standard, dynamic all-wheel steering with RS-specific tuning as an option
- Optional: quattro sport differential can shift drive torques between the rear wheels
- Stable: newly developed ten-piston RS ceramic brake system with disks measuring 440 millimeters *(17.3 in)* at the front and 370 millimeters *(14.6 in)* at the rear

Body and interior

- Spacious and variable interior with numerous sporty accents
- Luggage compartment with a capacity of between 565 *(20.0 cu ft)* and 1,680 liters *(59.3 cu ft)*
- Color highlights in the interior: RS design package available in red or gray
- Sportiness paired with comfort: RS sport seats fitted with ventilation function for the first time
- Contour ambient lighting package for targeted lighting effects in the dark, adjustable in 30 colors
- Additional customization options available through the Audi exclusive program

Controls, infotainment and driver assist systems

- Digital MMI touch response control system with two displays plus natural-language voice control, multifunction steering wheel with new aluminum paddles and head-up display
- New RS-specific content on 10.1-inch infotainment display: RS monitor with temperature monitor, tire pressure monitor and g-meter display
- Top MMI navigation plus infotainment system with Wi-Fi hotspot and LTE Advanced
- Audi virtual cockpit with RS-specific displays such as g-meter, shift light, oil temperature, tire pressure, tire temperature, acceleration and lap time measurement
- Smart navigation functions, Audi connect with various Car-to-X services
- Central driver assistance controller (zFAS) for more than 30 driver assist systems, for example adaptive cruise assist (ACA)

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

The Car in Detail

The New Audi RS 6 Avant: The Fourth Generation of the RS Icon

With the new Audi RS 6 (combined fuel consumption in l/100 km: 11.7–11.5 *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263 *(431.3–423.3 g/mi)*), Audi Sport GmbH is starting a new chapter in the history of the high-performance Avant. It blends immense power output with practical all-round characteristics like no other. The fact that the RS 6 Avant combines greater power with increased efficiency makes it a perfect companion for any purpose, 365 days a year.

Engine

The twin-turbo V8 delivers 441 kW (600 PS) and provides 800 Nm *(590.0 lb-ft)* of torque consistently within a wide engine speed range from 2,050 to 4,500 rpm (combined fuel consumption in l/100 km: 11.7–11.5 *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263 *(431.3–423.3 g/mi)*). The high-performance Avant takes just 3.6 seconds to complete the sprint from zero to 100 km/h *(62.1 mph)*. And in a mere 12 seconds the RS 6 Avant reaches 200 km/h *(124.3 mph)*. The top speed is electronically limited to 250 km/h *(155.3 mph)*; this can be increased to 280 km/h *(174 mph)* with the dynamic package and even to 305 km/h *(189.5 mph)* with the dynamic plus package.

Audi RS 6 Avant	**4.0 TFSI**
Displacement in cc	3,996
Max. power output in kW (PS) at rpm	441 (600) at 6,000–6,250
Max. torque in Nm *(lb-ft)* at rpm	800 *(590.0)* at 2,050–4,500
Top speed in km/h *(mph)*	250 (280/305) *(155.3 (174.0/189.5))*
Acceleration 0–100 km/h *(62.1 mph)* in s	3.6 s
Fuel consumption (combined) in l/100 km *(US mpg)*	11.7–11.5 *(20.1–20.5)*
Combined CO_2 emissions in g/km *(g/mi)*	268–263 *(431.3–423.3)*
Drive	quattro permanent all-wheel drive
Transmission	Eight-speed tiptronic

The twin-turbo V8 engine has a conventional 90-degree bank angle and a displacement of 3,996 cc (bore x stroke: 86.0 x 86.0 millimeters *(3.4 in x 3.4 in)*). Its crankcase is made of cast aluminum and weighs just 39.1 kilograms *(86.2 lb)*. The cylinder linings have been machined with the aid of atmospheric plasma spraying. This method involves applying an extremely thin iron coating to the cylinder linings. These coated cylinder linings improve heat dissipation, thermal and mechanical resilience and wear resistance. They also reduce internal friction significantly and ensure minimum oil consumption. An electronic valve arranged centrally in the inside V also regulates the map-controlled piston spray nozzles as required for piston cooling. This decreases the power requirements of the oil pump.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

A fully variable pump drives the oil circuit. It is split into two separate oil galleries – one for the engine block and one for the cylinder heads. This layout ensures a reliable supply of oil even under the extreme lateral and longitudinal acceleration that the Audi RS 6 Avant is capable of achieving. The switchable water pump is only engaged as from a temperature of 80 degrees Celsius, as the coolant, which is stagnant at first, heats up more quickly and the engine reaches its operating temperature sooner. The chains of the valve gear are driven by a geared intermediate shaft. This also drives the water pump. To ensure that the cylinders are filled properly at all times, intake and exhaust camshafts can be adjusted by 50 degrees. Each cylinder bank drives a high-pressure fuel pump that builds up pressure of up to 250 bar. The injectors, located in the center of the combustion chamber, inject the fuel through seven holes, following special injection strategies depending on the requirements, from cold start to full load. The firing order is the same as that of the predecessor engine: 1-3-7-2-6-5-4-8.

The 4.0 TFSI produces a full-bodied and sporty V8 sound. The driver can influence the full sound of the power unit using the Audi drive select dynamic handling system.
The Audi drive select system influences the engine and transmission management, the power steering, the suspension, the dynamic all-wheel steering, the quattro sport differential, the engine sound and the way in which the automatic air conditioning works. The optional RS sport exhaust system with black tailpipe trim provides an even fuller sound. In the customizable RS1 and RS2 modes, customers decide themselves whether the four-liter engine should sound sporty or balanced.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Forceful: the two twin-scroll turbochargers

The powerful torque that the 4.0 TFSI builds up even at slow speeds is mainly owed to the two twin-scroll turbochargers. In addition to elevated boost pressure, the diameter of the compressor wheel of the turbochargers has been increased by three millimeters *(0.1 in)*. Each turbo supplies one cylinder bank with up to 1.4 bar of boost pressure (relative).
This is 0.2 bar more than the predecessor. The increased boost pressure allows more air into the combustion chamber for the fuel combustion, which improves the fill level of the cylinders. This results in higher engine power and improved efficiency. The cylinder heads have the intake side on the outside and the exhaust side on the inside. This allows the larger turbos and their optimized air-to-air intercooler to be located in the 90-degree inside V of the cylinder banks rather than in the usual location outside the side of the engine. This layout enables short gas flow paths with minimal flow losses and spontaneous engine response. Elaborate and effective insulation of hot components ensures thermally stable conditions in the inside V. The compression ratio is 10.1:1.

Efficient systems: MHEV and cylinder on demand (COD)

Thanks to its mild hybrid system (MHEV) with a 48-volt main on-board electrical system, the 4.0 TFSI combines maximum performance with high efficiency. The heart of this system, the belt alternator starter, can recover up to 12 kW of power under gentle acceleration and feed it into a lithium-ion battery as energy. If the driver releases the accelerator at a speed between 55 and 160 km/h *(34.2 to 99.4 mph)*, the drive management will select one of two options. Depending on the driving situation and the settings in the Audi drive select dynamic handling system, the RS 6 Avant recovers, i.e. the alternator converts kinetic energy into electric energy so that it decelerates, or it coasts with the engine switched off. Pressing the accelerator makes the belt alternator starter restart the engine. MHEV technology allows for start/stop operation even in all ranges below a residual speed of 22 km/h *(13.7 mph)*. Fuel savings of up to 0.8 liters per 100 kilometers are possible in everyday driving.

The cylinder on demand (COD) system is another weapon in the vehicle's armory when it comes to efficiency. In higher gears at low to medium loads and engine speeds, it will switch off cylinders 2, 3, 5 and 8 by halting injection and ignition and closing the intake and exhaust valves. Due to the four-cylinder operation, the operating points in the active cylinders are displaced toward higher loads in areas of the characteristic map with higher efficiency, while the deactivated cylinders largely run without losses, like gas springs. When the driver presses the accelerator pedal, they are reactivated instantly.
Each switchover takes mere milliseconds and is virtually undetectable by the driver and passengers.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Transmission

The power produced by the 4.0 TFSI is delivered via the standard eight-speed tiptronic transmission with optimized gear changing to the quattro permanent all-wheel drive system. A purely mechanical center differential distributes the forces to the front axle and rear axle at a ratio of 40:60. In the event of slip, more drive torque automatically goes to the axle with the better traction. Up to 70 percent can be directed to the front wheels, or up to 85 percent to the rear wheels.

The agile and reliable handling of the new RS 6 Avant is optimized by the wheel-selective torque control, which applies slight braking pressure to the wheels on the inside of the curve before they slip. This guides the torque to the wheel on the opposite side. In the optional RS dynamic package and RS dynamic package plus, Audi combines wheel-selective torque control with the quattro sport differential. The software of the sport differential calculates the ideal distribution of torque at the rear axle in terms of the vehicle dynamics continuously and thereby increases vehicle dynamics, traction and stability. The sport differential features a conventional rear differential on both sides supplemented by a superimposed stage. It comprises two sun gears and an internal gear and rotates roughly ten percent faster than the drive shaft.

A multi-plate clutch in an oil bath and operated by an electrohydraulic actuator provides the power connection between the shaft and the superimposed stage. When the clutch engages, it variably imposes a higher speed on the transmission stage for the relevant wheel. When it is forced to turn faster, the extra torque required for this is taken – via the differential – from the wheel across from it on the inside of the curve. Nearly the entire torque could be directed to one wheel in this way. The sport differential can distribute the torque between the left and right rear wheels in all operating states, including in overrun. When turning or accelerating in a curve, they are predominantly steered toward the wheel on the outside of the curve – the car is literally pressed into the curve, counteracting even any hint of understeer. In case of oversteer, the sport differential stabilizes the vehicle by shifting torque to the wheel on the inside of the curve.

In the RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5 *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263 *(431.3–423.3 g/mi)*), all suspension components are actuated via the electronic chassis platform. The electronic chassis platform (ECP), which is installed in many Audi models with a longitudinal engine, is the central control unit for the suspension. To do this, it takes into account the speed, yaw rate, lateral acceleration, roll and pitching movements of the vehicle, the steering angle, coefficient of friction of the road surface, the current driving conditions, such as understeer or oversteer, as well as the data from the suspension systems involved. On the basis of this data, it calculates the optimum adjustment of these components. The benefits for the customer include more precise cornering behavior, increased vehicle dynamics and a high level of ride comfort. Networking with Audi drive select allows the driver to influence how the system works.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Exterior design

The body style of the new Audi RS 6 Avant** is peerless in its segment. Even at a standstill, the high-performance Avant from Audi Sport GmbH inspires great desirability. As compared to the basic model, the Audi A6 Avant**, the RS model features a strongly differentiated design with numerous RS-specific exterior parts. The RS 6 Avant and the A6 Avant have only the front doors, the roof and the tailgate in common.

The wheel arches, flared by around 40 mm *(1.6 in)* on each side, emphasize the sporty spirit of the high-performance Avant and further highlight its distinct character. The 22-inch wheels correspond perfectly with the striking proportions and the athletic silhouette of the new RS 6 Avant.

The Singleframe is considerably flatter and wider as compared to the A6 Avant.
Its radiator protective grille with the RS-specific three-dimensional honeycomb structure features a gloss black design. Vertical gloss black wings are integrated in the striking lateral air inlets that, inspired by the Audi R8, extend almost all the way to the bottom of the headlights. The horizontal blade creates a clear cut between the vehicle and the road.

In addition to the new engine hood with its sculpted powerdome, the new RS 6 Avant also adopts the front headlights from the A7 model line. They not only come with a flatter and therefore even sportier expression, but also offer the option of the HD Matrix LED headlight with Audi laser light and darkened bezels as an additional USP of the RS 6 Avant within the A6 family.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Pure athleticism: the Avant silhouette with the RS look
The side view of the new Audi RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5* *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263* *(431.3–423.3 g/mi)*) displays the most athletic interpretation of an Avant silhouette to date, with the elongated front section, the long straight roof line and the flat D-pillars that are supported by the muscular quattro blister. The low shoulder line that rises slightly toward the rear shifts the visual focus downward. RS-specific sills with black inserts on the sides visually emphasize the pronounced forward thrust.

A roof edge spoiler and an RS-specific bumper with rear diffuser and design elements in gloss black form the dynamic rear-end. In hallmark RS style, the RS exhaust system flows on both sides into oval chrome-colored tailpipes – an RS sport exhaust system with black tailpipes is available as an option.

The paint range for the new Audi RS 6 Avant comes with thirteen colors, including the two RS-specific colors Nardo gray and Sebring black, crystal effect along with a choice of five matt effect paint finishes. The exterior mirror housings come standard in black and are optionally also available in the body color or matt aluminum. The matt aluminum, black and carbon styling packages change the vertical wings, the horizontal blade, the sill inserts, roof rails and window slot trims as well as the rear diffuser trim. The Audi rings and the RS logos at the front and rear can also be finished in gloss black as an option for the black and carbon styling packages. The Audi exclusive range offers numerous other customization options.

Lighting technology

The new Audi RS 6 Avant** comes to the customer with LED headlights as standard.
The daytime running light signature has a digital character: Twelve light segments are positioned vertically next to each other here, separated by narrow spaces – like the 0 and 1 of the digital world. The turning light and the two-line Matrix high beam, which is made up of 32 individually controllable LEDs, are located in the lower section of the lighting unit. They illuminate the road dynamically and precisely while hiding other road users from the cone of light automatically. The LEDs also act as cornering lights. The tail light of the high-performance Avant also conjures up associations with the digital world. Each unit comprises nine vertical segments that alternate with the brake light, which is also segmented.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Both the optional Matrix LED headlights with Audi laser light and darkened bezels and the LED rear lights are equipped with dynamic turn signal lights and run through RS-specific sequences when the vehicle is locked and unlocked. The Audi laser light, recognizable by the blue marker in the reflector, doubles the range of the high-beam lights. In each headlight, a small laser module generates a light cone that acts as a spotlight extending several hundred meters. The monochromatic and coherent blue laser beam has a wavelength of 450 nanometers. A phosphor converter converts it into soft light suitable for roadway use with a color temperature of 5,500 kelvin, ideal for the human eye. This enables the driver to recognize contrasts more effectively and helps to prevent fatigue. The laser spotlight, which is activated at speeds of more than 70 km/h *(43.5 mph)*, offers tremendous advantages in terms of visibility and safety. If the camera on the windshield detects other vehicles within range, the laser spotlight will automatically be dimmed.

Suspension

On the new Audi RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5 *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263 *(431.3–423.3 g/mi)*), the front and rear axles use a five-link design to handle the induced longitudinal and transverse forces separately. The linkages and the subframes are made largely of aluminum. The track width is 1,668 millimeters *(5.5 ft)* at the front and 1,650 millimeters *(5.4 ft)* at the rear.

The standard RS adaptive air suspension with controlled damping has been tuned specifically to suit the RS and now allows the new RS 6 Avant to reach a top speed of 305 km/h *(189.5 mph)* thanks to a new air spring module with a spring rate 50% higher (with the dynamic plus package). It can be set to several modes and includes automatic level control. The electronic chassis platform (ECP) acts as the central control mechanism that regulates the way in which the dampers work to suit the road condition, the driver's personal driving style and the Audi drive select mode currently enabled. The air suspension also includes automatic level control.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

In the normal position in auto, comfort and efficiency modes, the body of the new RS 6 Avant** sits 20 millimeters *(0.8 in)* lower with both types of suspension than an A6 Avant with standard suspension. At speeds of 120 km/h *(74.6 mph)* and above, the air suspension lowers itself by another 10 millimeters *(0.4 in)* in the three modes specified above. In dynamic mode, the body remains at this low ride height permanently. On poor road surfaces, the RS adaptive air suspension offers a lift that can raise the RS 6 Avant by 20 millimeters *(0.8 in)* above its normal level at low speeds. The very wide spread of the RS adaptive air suspension offers the driver a free choice between long-distance comfort and maximum performance.

The RS sport suspension plus with Dynamic Ride Control (DRC) is available as an alternative. It lets the RS 6 Avant hug the road even more tightly and further improves handling. Dynamic Ride Control offers integrated pitch and roll stabilization consisting of steel springs and three-way adjustable dampers that counteract the movements of the vehicle body with no delay, without the use of electronics. When the vehicle is turning into and traveling around a bend, the damper response is altered so that the vehicle's movements around the longitudinal axis (roll) and around the transverse axis (pitch) are significantly reduced. The dampers are each connected diagonally to a central valve via two separate oil lines. The valves provide the necessary compensating volume via internal pistons with the gas-filled compartment behind them. When the vehicle is steering into and traveling around a bend, an oil flow is generated between the diagonally opposite dampers via the central valve, thereby creating additional damping force. When one side is cushioned, the damping characteristics are altered such that roll and pitch movements are eliminated almost entirely. As a result, this highly responsive damper system ensures that the high-performance Avant is particularly precise when negotiating bends.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

The new damper generation with integrated valve has a more compact design, is lighter and reduces pitch and rolling movements even more effectively. In addition, they enable the damping forces to be spread even more widely between the comfort, auto and dynamic modes as well as more precise suspension adjustment for high damping forces, which occur during cornering at speed. The result: In comfort mode, the RS sport suspension with Dynamic Ride Control (DRC) ensures amazing ride comfort. In the dynamic program, it delivers extraordinary driving precision even when cornering at high speed. With the aid of the Audi drive select dynamic handling system, the driver can influence the damper characteristics and thereby personalize the driving experience.

The RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5* *(20.1–20.5 US mpg)*; combined CO_2 emissions in g/km: 268–263* *(431.3–423.3 g/mi)*) is fitted with progressive steering with a sporty and direct ratio. Its specially designed gear rack varies the ratio depending on the steering angle in a range from 12.6:1 to 15.8:1. As steering wheel turn increases, the ratio decreases and steering becomes more direct. This reduces steering effort in urban traffic and when maneuvering; in tight curves the car is even more agile. Here, progressive steering provides for sporty handling. It also adjusts the power assistance level as a function of driving speed. It is increased at low speeds for easier maneuverability. The character of the power steering can be varied via the modes of the Audi drive select dynamic handling system.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

RS dynamic package	Top speed increased to 280 km/h *(174.0 mph)*
	Dynamic all-wheel steering tuned specifically for the RS
	quattro sport differential
RS dynamic plus package	Top speed boosted to 305 km/h *(189.5 mph)*
	Dynamic all-wheel steering tuned specifically for the RS
	quattro sport differential
	RS ceramic brake system

The new RS 6 Avant** can be equipped with dynamic all-wheel steering as an option. It combines direct, sporty steering response with unshakable stability, resolving an age-old conflict of objectives. At the front axle, dynamic steering features strain wave gearing with a ratio that changes depending on the situation. The combination of dynamic steering and rear-axle steering changes the overall steering ratio within a range of 9.5 to 17.0 – from very direct at low speeds to extremely stable at high speeds. This steering system also ensures that the rear wheels turn a few degrees in the same or opposite direction relative to the front wheels depending on the vehicle's speed. At low speeds, the rear wheels turn as much as five degrees in the opposite direction relative to the front wheels. This reduces the turning circle by up to one meter *(3.3 ft)* and further improves the agility of the RS 6 Avant in curves. At intermediate and high speeds above around 100 km/h *(62.1 mph)*, the rear wheels follow the movement of the front wheels by up to two degrees. The RS 6 Avant thereby gains more stability, dynamism and driving safety.

"RS MODE": a button for vehicle dynamics

With the Audi drive select dynamic handling system, the driver can influence the characteristics of both steering variants as well as other aspects of the RS 6 Avant. There are six profiles available: efficiency, comfort, auto, dynamic, as well as two new customizable RS-specific "RS1" and "RS2" modes. Once these have been set to suit the driver's personal preferences and stored in the MMI touch response, they can be enabled directly via quick access to the RS MODE button on the steering wheel. Consequently, the driver can easily switch between the RS1, RS2 and last selected drive select modes without having to operate the MMI touch response again.

The Audi drive select system influences the engine and transmission management, the power steering, the suspension, the dynamic all-wheel steering, the quattro sport differential, the engine sound and the way in which the automatic air conditioning works. In "RS2" mode, customers can also switch the Electronic Stabilization Control (ESC) to sport mode at the touch of a button and save this setting permanently. If the driver presses the ESP button for more than three seconds, the Electronic Stabilization Control is deactivated completely.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

The new RS 6 Avant is fitted as standard with 21-inch cast aluminum wheels in 10-spoke star design, which are shod with 275/35 size tires. Audi Sport GmbH is offering an RS-specific wheel in 22-inch 5-V-spoke trapezoid design with 285/30 tires as an option, in a choice of silver, matt titanium look and gloss anthracite black.

At the front axle of the high-performance Avant, a ten-piston fixed-caliper brake system delivers outstanding performance and high stability. The calipers of the standard RS brake system with internally ventilated and perforated discs (measuring 420 millimeters *(16.5 in)* at the front and 370 millimeters *(14.6 in)* at the rear) are painted black, with red available upon request. On the optional and completely new RS ceramic brake system, the calipers can be gray, red or blue. The discs measure 440 millimeters *(17.3 in)* at the front and 370 millimeters *(14.6 in)* at the rear. The anthracite gray ceramic discs are extremely stable, powerful and long-lasting. Two air deflector elements attached to the front axle on each side quickly dissipate the heat and improve fading stability. The RS ceramic brake system weighs 34 kilograms *(75 lb)* less than its steel counterpart. This reduces the unsprung masses and represents a further advantage in terms of light-footed handling.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Body

The new RS 6 Avant** measures 4,995 millimeters *(16.4 ft)* in length, 1,951 millimeters *(6.4 ft)* in width and 1,460 millimeters *(4.8 ft)* in height. In terms of body design, Audi is relying on an intelligent mix of different materials. As a super high strength compound, hot-formed steel components form the backbone of the passenger 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. Here and in other areas of the body, Audi also uses sheet metal blanks with variable wall thicknesses between 0.75 and 2.05 millimeters *(0.03 and 0.1 in)*. These tailored blanks (custom-made sheets) are created by partial tempering and by complex processes during rolling or welding. They provide high strength while keeping the weight low.

The body's higher torsional stiffness contributes to the increased level of comfort and is also the basis for the high vehicle dynamics. The strut domes are cast aluminum; the D-pillar supports are made of aluminum sheet. The doors, hood and luggage compartment lid are also pure aluminum sheet parts. Empty and without the driver, the new RS 6 Avant weighs 2,075 kilograms *(4,574.6 lb)*.

The Audi Aerodynamics team put in a lot of work in all areas, from the exterior mirrors on the door rails to the rear axle trim. Small spoilers direct the flow at the underbody, including in front of the front wheels and in front of the spare wheel well. The outer areas of the air inlets feature additional openings – they guide a portion of the air flow into the wheel arches, where it flows past the wheels. The new RS 6 Avant achieves a drag coefficient of 0.35. Thanks to a sophisticated sealing concept for the doors and tailgate, the high-performance Avant also delivers a top-of-the-range performance in terms of aeroacoustics. Audi offers acoustic glazing six millimeters *(0.2 in)* thick for the front and side windows ex factory.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Interior

The new RS 6 Avant** is even roomier inside. The luggage compartment has a capacity of between 565 *(20.0 cu ft)* and 1,680 liters *(59.3 cu ft)*, the loading width between the wheel arches is now 1,050 millimeters *(3.4 ft),* 14 millimeters *(0.6 in)* larger than the previous model. The pioneering interior design accentuates with its driver orientation and the inlays in aluminum race, anthracite the sporty character of the new RS 6 Avant. With its horizontal alignment and the tiered, three-dimensional structure, the instrument panel appears light and sleek. The user interface of the fully digital operating system harmonizes with the clear black panel design, which also includes the glossy asymmetrical console of the center tunnel. It integrates a second display and a strip of buttons. It and the control panel for the lighting functions are optionally available with touch response technology. The top MMI touch response display is incorporated almost invisibly into the black-panel architecture.

As standard, the driver and front passenger sit on RS sport seats in black pearl Nappa leather/Alcantara with a rhombus pattern and RS embossing. The RS sport seats are optionally covered with perforated Valcona leather, featuring a honeycomb pattern and RS embossing. Aside from the seat heating, their perforation also makes a ventilation function possible for the first time.

Red and gray: the design packages

The RS design packages add some color into the cockpit. They offer the steering wheel rim, gear lever gaiter and knee pads in Alcantara with contrasting stitching in a choice of red or gray. Belt straps with color edging and RS floor mats round out the package. Optional inlays in gray-brown wood or matt aluminum open up a range of possibilities for customizing the interior.

The contour ambient lighting package emphasizes the interior of the new RS 6 Avant in the dark and highlights the space, volume and materials. The ambient light makes the dashboard and center console seem to float, and in the door it enhances the sense of space. The contour light traces the large lines on the center console and in the door panels and can be set to any of 30 colors. Illuminated seat belt buckles make it easier to find the seat belt buckle in the dark, thereby increasing the level of comfort for the occupants.
RS and RS 6 logos adorn the interior on the steering wheel, seats and the illuminated front door sill trims. Projectors at the bottom on the front and rear doors beam the Audi Sport emblem onto the ground when the doors are open.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Attractively practical: typical Avant variability

The luggage compartment in the new RS 6 Avant has a capacity of between 565 *(20.0 cu ft)* and 1,680 liters *(59.3 cu ft)*, the loading width between the wheel arches is now 1.05 meters *(3.4 ft),* 14 millimeters *(0.6 in)* larger than the previous model. The split-folding rear seat bench in the ratio 40:20:40 can be released and folded conveniently from the luggage compartment – the luggage compartment length has grown to roughly two meters *(6.5 ft)* as a result. The luggage compartment lid and luggage compartment cover are power assisted as standard. In combination with the optional convenience key, sensor control allows the tailgate to be opened with a foot gesture. The optional swiveling trailer towing hitch features an electric release function. Depending on the selected equipment, the camera-based trailer assist helps the driver when reversing and maneuvering with a trailer.

Control system

The fully digital operating concept, called MMI touch response, is intuitive like a smartphone and is operated via touch and swiping movements: Two touch displays with haptic and acoustic feedback replace the rotary pushbutton and further control buttons from the previous model. They offer a high degree of operating safety and transport Audi's quality standards into the digital age.

The 10.1-inch top display is used to control the infotainment. The driver can use the RS monitor to call up an overview of drive system component temperatures, maximum g-forces and information regarding tire pressures and temperatures. The lower, 8.6-inch display is on the center console and is used for the climate control, comfort and convenience functions and text input by handwriting or virtual keyboard. The driver can rest their wrist on the wide selection lever when using the controls.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Images and displays are shown on a black background on both displays. The graphical user interface has been deliberately reduced so that information can be understood particularly quickly. A few pictographs are even subtly animated. The menu structure is lean and intuitively understandable. On the lower display, the start screen can be configured according to your personal preferences.

The Audi virtual cockpit is presented in a new look that suits the new high-performance Avant. The digital instrument cluster measures 12.3 inches in the diagonal and offers full HD resolution of 1,920 x 720 pixels. The driver can select between the traditional display and the infotainment mode. Special RS displays provide information on tire pressure, torque, power output, engine oil temperature, boost pressure, lap timings, acceleration measurements and g-forces here, too. The shift light display prompts the driver to upshift when the rev limit is reached. The optional head-up display also shows several RS-specific graphic displays. The image window for this – 22 x 8 centimeters *(8.7 x 3.1 in)* – is in the driver's direct field of view.

The flat-bottomed, fully perforated RS sport leather steering wheel with new large RS aluminum shift paddles features multifunction buttons, including the RS MODE button, which the driver can use to enable the new Audi drive select "RS1" and "RS2" modes. This automatically opens the RS-specific displays in the Audi virtual cockpit.

The voice control system is based on natural-language voice control. This makes the new RS 6 Avant a smart conversationalist and travel companion. The user can speak completely freely for the most part.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Infotainment and Audi connect

As the perfect companion for any purpose, the new RS 6 Avant** offers comprehensive infotainment and connectivity. The standard MMI navigation plus uses the MIB 2+ modular infotainment platform, with the Audi connect data transfer module integrated as standard. This brings a Wi-Fi hotspot that also supports the 5 GHz band and the fast LTE Advanced transmission standard to the car.

When planning the route, the self-learning navigation system makes suggestions to the driver based on routes driven previously, incorporating experience regarding time of day and traffic density. The route is calculated online on the servers of the map and navigation service provider HERE, which also considers real-time data concerning the overall traffic situation. If the data connection is lost while the car is on the move, the navigation system will switch to on-board route guidance, which runs in the background. The driver can access gas stations and parking garages from the navigation system and will receive additional information such as fuel prices, availability of parking spaces and business hours.

In the first three years after the new car is purchased, the driver can update the map four times per year free of charge – over the air at LTE Advanced speed, if desired. Audi connect navigation & infotainment services are also free of charge for the first three years. The Car-to-X services, traffic sign information and hazard alerts use the swarm intelligence of the Audi fleet, while the on-street parking service makes it easier to find a parking space.

Audi connect offers many other services, such as Twitter and email access. Navigation with Google Earth, online radio and hybrid radio, which automatically switches between FM, DAB + and web channels, are part of MMI navigation plus. The Audi connect navigation & infotainment services 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. The functions of Audi connect emergency call and service constitute a separate package. Owners of the new Audi RS 6 Avant can use the myAudi app to explore the brand's digital ecosystem. With the optional Audi connect key, customers can lock and unlock their new RS 6 Avant via an Android smartphone.

The Audi phone box makes phone calls easier. It connects the smartphone to the car antenna and is capable of charging it inductively, provided that the telephone supports this function. Voice-over-LTE helps to connect faster and makes it possible to use high-speed data transfer and high-resolution online voice telephony (HD Voice) at the same time.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Driver assist systems

Audi offers more than 30 driver assist systems in the new RS 6 Avant**, each of which makes driving even more comfortable, efficient and safe. Some of the systems are bundled into the "city" and "tour" packages.

The adaptive cruise assist (ACA) is the most important system in the "tour" assist package. It adds a lane-tracking function that also helps out in traffic jams to the adaptive cruise control (ACC). At speeds between 0 and 250 km/h *(155.3 mph)*, the system keeps the new Audi RS 6 Avant at the desired distance to the vehicle ahead. It also makes slight steering corrections to help the driver to stay in the lane.

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 RS 6 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.

The Audi pre sense basic and Audi pre sense front safety systems are standard. The Audi pre sense rear system can be added as an option. They detect collision hazards all around the car and initiate targeted preventive measures – whether maximum braking, adjusting the seats or tightening the belts. Audi pre sense front includes a warning and braking function for vehicles, pedestrians and cyclists.

Behind the assistance systems in the new RS 6 Avant are the central driver assistance controller (zFAS) and a portfolio of sensors that complement each other with their respective strengths. The data from the various sensors flow together in the zFAS. With its high-end processors, the tablet-sized computer continually computes a differentiated image of the vehicle's surroundings. This centralized environment model enables the assistance systems to further improve their performance compared to the predecessor model, for example, when they detect the end of a traffic jam and initiate braking. Also, navigation is even more precise, because the computer uses the sensor data fusion to locate your own car down to the exact lane.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

History

The RS 6 is a true icon. Since its debut in 2002, the RS 6 has won the hearts of fans all over the world as an Avant and as a sedan. The three generations preceding the new RS 6 Avant are technological milestones in the 25-year history of the RS models.

Audi RS 6 (2002): V8 with turbo power
The Audi RS 6 made its debut in the business class as a sedan and Avant in 2002 – a wolf disguised in a visually inconspicuous pelt. quattro GmbH, the precursor to Audi Sport GmbH, implemented the twin-turbo principle on a 90 degree V8, achieving an output of 331 kW (450 PS). The 4.2 liter engine, which was produced at Cosworth in Northampton, accelerated the RS model from a standstill to 100 km/h *(62.1 mph)* in 4.7 seconds via the standard five-speed tiptronic.

Even in the first RS 6, a major focus was placed on the suspension. The hydraulic pitch and roll compensation, Dynamic Ride Control (DRC), which is still a purely RS-specific suspension technology today, was a pioneering innovation here. Shortly before the end of production of the C5 product line, the RS 6 plus, which delivered an output of 353 kW (480 PS) and whose top speed was electronically limited to 280 km/h *(174.0 mph)*, followed in 2004.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Audi RS 6 (2008): ten cylinders with twin-turbo

The RS 6 from 2008, which was also available as an Avant and a sedan, was a statement of pure power. It was the most powerful series production Audi and, as an Avant, also the most powerful series production station wagon in the world to date. Its direct injection twin-turbo V10, which drew its power from a 5.0 liter displacement, delivered 426 kW (580 PS) and 650 Nm *(479.4 lb-ft)* of torque – enough to perform a standard sprint in 4.6 seconds and reach a top speed of 280 km/h *(174.0 mph)*. The plus equipment lines that followed in 2010 reached a top speed of 303 km/h *(188.3 mph)*. A sophisticated dry sump lubrication ensured that the engine was supplied with oil even during extreme lateral acceleration.

A fast-shifting six-speed tiptronic transfered the power to the quattro drivetrain. Carbon fiber ceramic brake disks were available upon request, and the sport suspension with Dynamic Ride Control (DRC) was included as standard. The driver had the option of adjusting the characteristics of the dampers in three stages via the MMI operating system. Like its predecessor, the RS 6 of the C6 generation was produced at the Neckarsulm location and final assembly took place in the quattro GmbH workshop set up at the same site.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

Audi RS 6 Avant (2013): eight become four

The third generation of the RS 6 Avant opened up a new chapter in terms of technology: While it did have two cylinders less and 15 kW (20 PS) less power than the preceding model, its lower weight and better axle load distribution improved its longitudinal and transverse dynamics. Its twin-turbo V8 drew 412 kW (560 PS) from four liters of displacement. In the case of low loads, the cylinder on demand (COD) system temporarily deactivated four cylinders, thereby contributing greatly to the vehicle's efficiency. Power was transmitted by a fast-changing eight-speed tiptronic and a refined quattro drivetrain whose center differential was able to implement an increased locking ratio when necessary.

– End –

Fuel consumption of the models listed

(Information on fuel consumption and CO_2 emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used)

Audi RS 6 Avant
Combined fuel consumption in l/100 km: 11.7–11.5 *(20.1–20.5 US mpg)*;
Combined CO_2 emissions in g/km: 268–263* *(431.3–423.3 g/mi)*)

Audi A6 Avant
Combined fuel consumption in l/100 km: 7.–4.1 *(31.8–57.4 US mpg)*;
Combined CO_2 emissions in g/km: 169–108 *(272.0–173.8 g/mi)*)

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since September 1, 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO2 emissions. Starting on September 1, 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO_2 emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC. For further information on the differences between the WLTP and NEDC, please visit www.audi.de/wltp.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tire formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO_2 emissions and the performance figures for the vehicle.

Fuel consumption and CO_2 emissions figures given in ranges depend on the tires/wheels used and chosen equipment level. Further information on official fuel consumption figures and the official specific CO_2 emissions of new passenger cars can be found in the "Guide on the fuel economy, CO_2 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, Germany, or under www.dat.de.

The **Audi Group**, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 18 locations in 13 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2018, the Audi Group delivered to customers about 1.812 million automobiles of the Audi brand, 5,750 sports cars of the Lamborghini brand and 53,004 motorcycles of the Ducati brand. In the 2018 fiscal year, AUDI AG achieved total revenue of €59.2 billion and an operating profit before special items of €4.7 billion. At present, approximately 90,000 people work for the company all over the world, more than 60,000 of them in Germany. Audi focuses on sustainable products and technologies for the future of mobility.

** Fuel/power consumption and CO_2 emission figures given in ranges depend on the tires/wheels used as well as the selected equipment*

*** The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this press information.*