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## Audi A6 allroad – Air suspension and all-wheel steering

Confident on any terrain: increased ground clearance, standard adaptive air suspension with off-road modes, and optimized all-wheel steering.

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### **Adaptive air suspension**

To guarantee the best possible handling on any surface, the A6 allroad comes standard with an adaptive air suspension developed specifically for this model. It offers 55 millimeters of adjustment range, which is 25 millimeters more than in the A6 Avant\*. The result is a wide spectrum of off-road capabilities as well as a dynamic and comfortable driving experience on the road.

At its normal height – in the Audi drive select modes “balanced”, “comfort”, and “efficiency” – the A6 allroad sits 34 millimeters higher than the A6 Avant\* with adaptive air suspension. Its larger wheel diameter also contributes to this. The allroad-specific “offroad” and “offroad+” modes increase ground clearance by a further 15 millimeters, providing greater maneuverability on rough terrain. In “offroad” mode, the shock absorber settings are adjusted to accommodate the higher ride height, ensuring optimized handling in off-road conditions. “Offroad+” mode affects additional parameters: the traction control system allows for more slip to provide better traction on surfaces such as gravel, sand, or snow. As needed, the electronic differential lock also intervenes more intensely in this mode. Targeted braking intervention largely prevents individual wheels from spinning, and torque is directed to the wheels with better traction. In addition, the shift points of the dual-clutch transmission are slightly higher in “offroad+” mode. Off road, the S tronic holds gears longer and shifts only at higher engine speeds. This ensures a more consistent supply of power overall, allowing the A6 allroad to navigate off-road terrain with ease even at low speeds. When traveling faster than 85 km/h in off-road modes, the suspension returns to its normal height to promote efficient driving. The lift function provides even greater cross-country mobility than the off-road modes. It raises the body of the A6 allroad by an additional 20 millimeters and is available at speeds of up to 35 km/h – ideal for rugged terrain.

As usual, “individual” and “dynamic” driving modes are available in addition to the “comfort”, “balanced”, and “efficiency” modes. In “comfort” mode, the suspension gently absorbs bumps, ensuring a smooth ride and enhancing comfort on long trips. When the profile “dynamic” is selected, the A6 allroad lowers by 20 millimeters for greater precision and stability. Driving at speeds of 120 km/h or higher in the normal level, the suspension automatically lowers in order to reduce drag at high speeds and thus increase efficiency. When the Audi drive select assistant is activated, the A6 allroad automatically selects the appropriate driving mode. Depending on road conditions and the current driving situation,

the system selects “balanced”, “comfort”, or “dynamic” mode. A learning function ensures that driver preferences are applied in future situations.

A standard allroad-specific indicator in the MMI touch display and in the optional head-up display provides information on the current pitch and roll angles, steering angle, and ride height. Geographic coordinates and compass heading are also displayed, so you always know where you are – even off-road.

### **Progressive steering and all-wheel steering**

The A6 allroad comes standard with progressive steering, which now responds even more directly. Compared with its predecessor, the entire path from the steering wheel to the wheels is designed to be stiffer. This includes the torsion bar, the rigidly bolted steering rack, and the stiffer control arm bushings. Camber on the front axle has also been slightly increased. All in all, these measures noticeably improve steering response and provide more direct feedback from the road. Combined with the high-performance drivetrain, this makes for precise and nimble handling.

This becomes even more clearly with the all-wheel steering, which is standard in the plug-in hybrid and available as an option for the A6 allroad TDI\*. It improves maneuverability and agility by turning the rear wheels up to five degrees in the opposite direction to the front wheels at speeds of up to around 60 km/h. The slower the speed, the greater the angle at which the rear wheels assist the steering maneuver, reducing the turning circle by up to one meter. This is particularly useful in city traffic and when maneuvering. On switchback roads or rough terrain, the A6 allroad, with its 2.93-meter wheelbase, handles even more agile and always delivers precise steering feedback in the center position. At moderate and higher speeds, the rear wheels turn up to two degrees in the same direction as the front wheels, increasing stability and steering precision.

### **Wheels and tires**

For the new A6 allroad, Audi offers alloy wheels in three sizes and five different designs that emphasize its sporty, rugged appearance. The off-road Avant comes standard with 19-inch wheels and 265/45 tires. Optional 20-inch wheels with 275/40 tires are available. All of these tires are designed for optimal rolling resistance. The largest available option – the 21-inch wheel – is paired with a 285/35 performance tire specially optimized for high lateral dynamics.

All rims have a larger rim width than in the previous model, so the tires are between 30 and 40 millimeters wider, depending on the wheel. This has a positive effect on driving dynamics. In addition, the larger wheel diameter compared with the previous model and the A6 Avant\* improves ride comfort. All tires for the A6 allroad are equipped with noise absorbers for better acoustics. Foam rings inside the tire reduce air vibrations, ensuring a comfortable ride and a pleasant in-car experience.



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