Audi A6 allroad – 3.0 V6 TDI with MHEV plus technology and plug-in hybrid

Performance meets efficiency: the drive systems

All powertrains for the A6 allroad – which is available as a plug-in hybrid for the first time – are electrified and use quattro all-wheel drive as standard. Thereby they combine performance and efficiency.

At market launch, the A6 allroad is available with a 3.0-liter V6 diesel engine and as an e-hybrid5. Both drives are a perfect fit for the all-rounder. Whether it's a drive to a business meeting in the city, a bike ride in the mountains, a family vacation on the coast, or a quick trip to the nearest café – the standard quattro all-wheel drive ensures optimal power delivery on any terrain, while the electrified components of the powertrain deliver efficient driving performance.

A6 allroad e-hybrid5 with 270 kW
The A6 allroad e-hybrid5 combines a 2.0 TFSI engine with 185 kW (252 PS) and an electric motor with up to 105 kW. They deliver a system output of 270 kW (367 PS) and a total torque of 500 Nm. The plug-in-hybrid accelerates from 0 to 100 km/h in 5.5 seconds and reaches a top speed of 250 km/h.

A high-voltage battery with a gross capacity of 25.9 kWh (20.7 kWh net) provides the power needed for up to 95 kilometers (combined, according to WLTP) of all-electric driving. When empty, it is charged by alternating current (AC) at a maximum of 11 kW. A full charge takes about two and a half hours. A charging cable (mode 3, plug type 2) for convenient charging at home and on the road is included as standard.

The hybrid management system of the new A6 allroad e-hybrid5 is designed for efficiency, flexibility, and maximum comfort on- and off-road. The car automatically selects the optimal operating strategy. Two modes are available: EV and hybrid. In EV mode, the plug-in hybrid runs purely on electric power. In hybrid mode, the battery is held at a constant state of charge as needed to conserve enough electrical energy for later use. In addition to the automatic hybrid mode, the desired state of charge can be individually selected using a digital slider in the MMI.

Depending on driving conditions, the vehicle recovers energy automatically based on route data stored in the navigation system. The A6 allroad e-hybrid5 can also recover energy automatically without active route guidance. The degree of thrust recuperation can be adjusted via paddles on the steering wheel.

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A6 allroad 3.0 V6 TDI with 220 kW

In the three-liter V6 diesel engine with 220 kW (299 PS) and 580 Nm of torque, Audi combines three electrified components: a belt alternator starter and a powertrain generator as part of the MHEV plus technology, which delivers up to 18 kW (24 PS) of additional power and up to 25 kW of power from regenerative braking, as well as an electric-powered compressor. As a result, the V6 TDI delivers powerful performance in every driving situation – whether pulling away, accelerating out of town, overtaking, or driving on the highway. The A6 allroad1 accelerates from 0 to 100 km/h in 5.4 seconds and reaches a top speed of 250 km/h.

The electric-powered compressor overcomes turbo lag, providing high torque values at low engine speeds. This results in lower fuel consumption compared with the previous engine generation. Acceleration off the line has also been substantially improved: in the first 2.5 seconds, the A6 allroad covers nearly a car length more. While the belt alternator starter starts the engine and supports it as it builds revolutions, the powertrain generator and the electric-powered compressor provide torque for acceleration. In this process, the electric-powered compressor amplifies the increase of boost pressure. At the same time, the powertrain generator transmits the first direct torque impulse to the wheels.

Through the interaction between the electric-powered compressor and the powertrain generator, maximum boost pressure of 3.6 bar (absolute) builds up nearly one second faster than in the previous engine generation – delivering a noticeably enhanced acceleration experience without turbo lag. It closely resembles the feel of an electric drive with similar power.

During acceleration, the compressor wheel spins up to 90,000 revolutions per minute in just 250 milliseconds, an increase of nearly 40 percent. As a result, the V6 TDI puts its power to the road with authority – thanks to the combination of electric boost and the diesel engine’s smooth power delivery.

26/09

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