

# The trimmest six, with a four by Joe Sage

When we drove the Audi A6 two years ago, we had its then-new 3.0-liter V6, marveling that they had packed this midsize sedan with its expected space and luxury, while trimming down its weight (and surprisingly trimming down its exterior width, while the A4 grows and grows). This delivered higher fuel mileage, while still nailing a 0-to-60 time of 5.3 seconds. That A6 weighed in at about 4100 pounds. (TDI diesel and S6 versions are about 4200 and 4400 pounds, respectively.)

Now we are driving an even more fuel-frugal 4-cylinder model—shaving weight down to about 3950 pounds and moving the MPG up one highway point, but also reducing horsepower from 310 to 220, in turn diminishing its acceleration time to 6.6 seconds (or 7.4 seconds with front-wheel drive).

The 29 MPG highway of our quattro tester with 6-speed Tiptronic also bumps up in an alternate

front-driver, which has a Multitronic CVT and highway mileage of 33 MPG. But FWD and CVT would be two very significant drivetrain tradeoffs. The Tiptronic is quite responsive when in sport mode.

Our test A6 achieves its fuel economy without the auto start/stop system found in the 3-liter or the TDI diesel. We are very happy without that.

We can feel the car's lighter weight as we drive it, but it's nicely balanced.

With a base price exactly in the mid-40s, and the significant stack of options in our test A6 still capping its cost in the lower-mid-50s, there is considerable value in this car, compared with an incredibly wide range of competitors. Its restyling has been minimal for quite some time—lights get fine-tuned, grille gets a little sharper—so if the Audi A6 hasn't turned your head lately, make sure to go see this latest version. ■

*Most people will be perfectly content with this 2-liter 4-cylinder powerplant.*



## SPECIFICATIONS

ENGINE.....2.0L TFSI 4-cylinder  
 POWER.....220 hp, 258 lb-ft torque  
 TRANSMISSION.....8-speed Tiptronic auto  
 DRIVETRAIN.....quattro all-wheel drive  
 MPG.....20/29/23 (city/hwy/comb)  
**INCLUDED:** 17" 10-spoke wheels, ABS, ESC, Audi drive select, electromechanical speed-sensitive steering, compact spare, power tilt/slide glass sunroof, rain and light sensor, heated power mirrors, leather seat surfaces, 8-way power heated front seats w/ lumbar, split-fold rear seat, three-zone auto climate, 4-spoke wheel with multifunction controls, auto-dim inside mirror, driver info system, keyless start, garage door opener, Bluetooth phone prep, iPod interface w/cable, SiriusXM satellite with 3-month subscrip.

**BASE PRICE.....\$45,200**  
**OPTIONS:** Ice Silver Metallic paint.....500  
**PREMIUM PLUS MODEL:** 18" 5-V-spoke wheels, audi MMI w/ nav and touchscreen, parking system w/ rear camera, Audi connect@ w/ 6 months subscrip, advanced key, heated/auto-dim/memory mirrors, xenon-plus headlights w/ LED DRLs.....4300  
**SPORT PACKAGE:** 19" 5-double-spoke wheels, sport suspension, 3-spoke steering wheel w/ paddle shifters.....1500  
**BOSE AUDIO:**.....850  
**AUDI SIDE ASSIST:** w/ power-fold mirrors..600  
**DESTINATION CHARGE:**.....895  
**TOTAL.....\$53,845**

## LOGBOOK NOTES

Audi has some great Bose audio systems. This one is so-so. But there is also a Bang & Olufsen option, at 1300 watts versus the Bose's 650 watts. Worth a listen.

We are seasoned MMI users, but adventures with this A6's radio tuning sent us on significant interface adventures. We were frustrated but ultimately proud of some clever workarounds we came up with to achieve our goals, with eyes still on the road.

Aggressive cornering falls a little short of sport, depending what you're used to, but for the vast majority of daily sedan drivers, it will feel like perfectly fine performance.

