

Audi was at the leading edge of the EV curve, when it introduced its first full-electric e-tron (there had been a European PHEV 'e-tron' prior), to great fanfare in fall 2018. Since then, they have added more EVs, at first using E-tron plus a double-digit numeric for their EV model names, changing a few years ago to adding 'e-tron' after more familiar alphanumeric, all much as happened with 'quattro,' following the first Audi Quattro coupe.

It has been a given, for decades now, that every Audi equals quattro. As EV mandates (and an anticipated death of internal combustion) reached a peak over the past several years, it made sense to mainstream the nomenclature, toward a time when Audi (or any brand) would inherently mean EV. (But as of now, the pendulum shows signs of swinging back the other way, or both ways.)

Perhaps ironically, e-tron development has led

to quattro no longer being a given for Audi, as their EVs are available as either 2WD or AWD, as is common. Audi is, however, continuing to use the quattro name for e-tron EVs with power to both front and rear. This is achieved in the EVs, however, not via the breakthrough mechanical setups known since the first Audi Torsen differential quattros, but simply via a dual set of motors and electronic distribution, as is also common with EVs.

In fact, they do not even say the quattro name out loud on all models, the Q6/SQ6 lineup being a case in point (hence the parentheses in our title bar, above). A glance at the lineup in our sidebar (also using parentheses) shows that while two families of Q6 are distinguished in their official names as quattro or not, for SQ6 they do not include it in the name, although (or because?) the S version of Q6 is indeed AWD-only. This is nonetheless inconsis-

tent with the internal combustion lineup for years. Put it all together, and it makes it all equal parts easier and equal parts harder to keep track of.

The two-motor Q6 quattro vs rear-drive Q6 has more power, quicker performance and only a minor loss of range, all for \$2,000, an easy decision for most anyone. The jump to SQ6 brings more power still and even quicker zero-to-60, but still more loss of range and about a \$7,000 bump in price, so it's not as easy a decision by the numbers. But an S trim level always brings more to the game.

Undeniably handsome, the Q6 and SQ6 do have a fresh new version of the familiar family face. Our SQ6 looks great in Daytona Gray Pearl Metallic, a favorite, which enhances the look of its EV grille.

Any quattro drive experience is generally tops on dry pavement, but also always suggests slick road traction benefits. This had us contemplating

a drive up into a Flagstaff snowstorm, although charging logistics could be a bigger challenge than weather. Ultimately, neither time nor weather fully cooperated.

Our experience on dry pavement was not the same as a traditional quattro, squirmy at times, seeming to be adjusting to electronic interpretations of conditions. Brakes also seemed conditions-dependent, giving us an alarming experience or two. Frustrations with the interface included the mysteries of whether the vehicle is on or off (it decides) and doors locked or not. It might have a few too many tricks up its sleeve. On the plus side, starting itself means you can just get in and be whisked away, as in an electric train, but you do have to drive. The vehicle seems conceived to demonstrate its e-wisdom, but it often seems to add up to "a driver's car with a mind of its own."

The Q6 family is, by the way, EV-only, making the e-tron portion of its name a redundancy of sorts, anyway. Names may evolve further, or not, if the time comes that the entire lineup has gone all-EV.

# A full bag of tricks

BY JOE SAGE



## SPECIFICATIONS

ASSEMBLY	Ingolstadt, Germany
ENGINE/TRANS BUILD	Hungary / Hungary
PARTS CONTENT	Germany 59% / Hungary 15%
SEATING CAPACITY	five
MOTORS	two electric motors: F: asynchronous (ASM); R: permanently-excited synch (PSM)
HP	nominal: 483 hp peak w launch control: 509 hp
BATTERY/PACK	800V li-ion, 100 kWh gross, 180 prismatic cells, 12 modules
TRANSMISSION	single-spd
DRIVETRAIN	quattro AWD
0-TO-60 / TOP SPEED	4.1 sec / 143 mph
SUSPENSION	F: five-link; R: five-link
STEERING	electromechanical progressive w speed-dependent power assist
BRAKES	F: 375mm two-piece vented, six-piston calipers; R: 350mm vented, single-piston calipers
WHEELS	(opt) 21-in black optic dynamic design 5-Y-spoke
TIRES	(opt) F: 255/45 R21; R: 285/40 R21 summer
LENGTH / WHEELBASE	187.9 / 113.8 in
GROUND CLEARANCE	8.5 in
TURNING CIRCLE	39.7 ft
HEADROOM (F/R)	38.5 / 38.4 in
LEGROOM (F/R)	39.4 / 37.4 in
CARGO CAPACITY	30.2 / 60.4 cu.ft
WEIGHT	5324 lb
TOW CAPACITY	(max braked) 4400 lb
CHARGING TIME	Level 2 (240V) 14 hrs DC Fast (10-80%) 21 min
RANGE	275 mi
MPG	(MPGe) 96/82/89 (city/hwy/comb)
BASE PRICE	\$72,900
PAINT: Daytona Gray Pearl Effect	595
PRESTIGE PKG: augmented reality HUD, B&O audio (headrest speakers), comfort pre-condition, hand-detect heated steering wheel, MMI 10.9-in passenger display, adaptive cruise assist, digital OLED taillights, dynamic interaction light, LED interior lighting, pano sunroof, top view camera system, acoustic front door glass, heated rear seats	6400
FINE NAPPA LEATHER SEAT SURFACES	1000
WHEELS: 21-in black wheel package: 5-Y-spoke dynamic design, summer tires	1000
BLACK OPTIC PKG	650
DESTINATION CHARGE	1295
TOTAL	\$83,840

## 2025 AUDI Q6-SQ6 E-TRON LINEUP

	RWD	AWD
Q6 e-tron		
Single rear motor (RWD) 322 hp		
Zero-to-60: 6.3 sec; range 321 miles		
Premium	\$63,800	---
Premium Plus	68,600	---
Prestige	70,600	---
Q6 e-tron quattro		
Front/rear motors (quattro AWD) 456 hp		
Zero-to-60: 4.9 sec; range 307 miles		
Premium	---	\$65,800
Premium Plus	---	70,600
Prestige	---	72,600
SQ6 e-tron (quattro, but not in its name)		
Front/rear motors (quattro AWD) 509 hp		
Zero-to-60: 4.1 sec; range 275 miles		
Premium	---	\$72,900
Premium Plus	---	77,300
Prestige	---	79,300

# EV Charging Resources

## CHARGING STATIONS

aps.com  
blinkcharging.com  
chargepoint.com  
electrifyamerica.com  
evgo.com  
plugshare.com  
tesla.com

## HOME CHARGERS

Check all the above  
plus amazon.com

## EV VISITOR'S GUIDE

visitarizona.com

## MOBILE CHARGING

beechargedev.com  
mobilechargingaz.com  
prioritytow.com

