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The all-new Audi A4 allroad quattro – all-round car with off-road capabilities

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Summary

Perfect companion in any situation – the new Audi A4 allroad quattro

The all-new Audi A4 allroad quattro embodies a unique concept. It combines a high level of driving comfort with off-road qualities, which positions it uniquely within its segment. Thanks to the standard quattro drive and increased ground clearance, the car is also easy to drive where the paved road ends.

The new Audi A4 allroad quattro is defined by a unique look. Above all, the powerfully flared wheel arches and rear bumper attract attention. They are designed in either textured grey matt or in the exterior colour. The sturdy underbody protection and rear diffuser are finished in selenite silver. The distinctive sporty front end with its jagged headlights, independent bumper and model-specific air inlets underscore its extroverted character. Vertical chrome louvers accentuate the sculpted Singleframe grille. The front fenders and the tailgate sport 'allroad' logos. The higher roof rails round out the typical 'allroad' look.

The torque-strong TFSI and TDI engines in the Audi A4 allroad quattro offer improved performance with better efficiency. The TFSI and TDI engines produce between 185 kW and 140kW respectively. At the same time, Audi has reduced CO₂ emissions by up to 11 grams per kilometre.

Power transmission is handled by the new seven-speed S tronic. quattro all-wheel drive is standard. The new quattro drive with ultra technology makes its debut in the Audi A4 allroad quattro 2.0 TFSI. It implements a very efficient operating strategy.

Compared with the Audi A4 Avant, ride height has been increased by 23 millimetres and wheel diameter has been increased to provide an additional 34 millimetres of ground clearance. As an alternative to the standard suspension, Audi is offering the A4 allroad quattro with a suspension system that features damper control for the first time. The driver can use Audi drive select to choose its basic setting at the push of a button in Audi drive select.

The new Audi A4 allroad quattro features a new version of Audi drive select with an expanded range of functions. In addition to the familiar modes comfort, auto, dynamic, efficiency and individual, offroad mode is available for trips where the paved road ends.

An updated five-link suspension is used at the front axle of the new Audi A4 allroad quattro. In the back, a five-link construction replaces the trapezoidal-link suspension used in the previous model. Developers used an intelligent mix of materials to reduce the weight of the suspension components by a total of 12 kilograms.

The new Audi A4 allroad quattro comes with standard 18-inch cast aluminium wheels in a variety of attractive, allroad-specific designs. The internally ventilated brake discs on the front axle measure up to 338 millimetres in diameter.

The luggage compartment offers 505 litres of storage space. Total capacity with the rear seats folded down and cargo loaded to the roof lining is 1,510 litres. The power luggage compartment cover and the electric drive for the tailgate are standard, along with sensor control.

The interior has a spacious feeling, and the high-end infotainment system is very sophisticated. The focal points are the optional Audi virtual cockpit and the new MMI operating concept. The broad and diverse range of Audi connect services, the Audi smartphone interface and the Audi tablet represent the latest generation of online infotainment and smartphone connectivity. With the Bang & Olufsen Sound System, Audi is the first manufacturer to introduce 3D sound with a total of 19 speakers into the mid-sized class.

All of the driver assistance and safety systems for the A4 model line are also available for the new A4 allroad quattro. Highlights are the predictive efficiency assistant, exit warning and the adaptive cruise control Stop&Go including traffic jam assist. Audi has been building the successful Audi A4 model in an 'allroad' version since 2009.

At a glance

The new Audi A4 allroad quattro

Exterior design

- Strong character of 'allroad' look and 34mm more ground clearance
- Distinctive arrow-shaped front end with unique bumper
- Singleframe with vertical chrome louvers
- Sturdy underbody guard and rear diffuser in selenite silver matt
- Flared wheel arches and rear bumper in textured grey matt or in the exterior colour (five exterior colours available)
- Optional LED and Audi Matrix-LED headlights with dynamic turn lights, traffic sign anti-glare function and cornering lights
- 18-inch alloy wheels in allroad-specific design is standard
- 14 exterior colours available for selection

Drivetrain and transmission

- A 185 kW 2.0 TFSI and a 140 kW TDI engine is being offered
- Seven-speed S tronic transmission
- quattro all-wheel drive system is standard
- New quattro drive with ultra technology for 2.0 TFSI engine

Chassis

- Newly designed, lightweight five-link suspension at the front and rear axles
- Ride height increased 23mm compared with Audi A4 Avant and larger wheels together create 34mm more ground clearance.
- Audi drive select handling system with additional offroad mode
- First time for A4 allroad quattro: suspension system with damper control as an option

Body and luggage compartment

- Up to 80kg lower gross weight compared with previous model
- Lightweight body: weight reduced 15kg compared with predecessor
- 505 to 1,510 litre luggage capacity
- Power luggage compartment cover and power tailgate drive are standard
- Length 4,750mm, wheelbase 2,818mm, width 1,842mm, height 1,493mm

Interior and controls

- LED interior lighting package with ambient lights as standard
- MMI navigation plus with MMI touch and optional Audi virtual cockpit
- Newly conceptualised MMI operating concept including free-text search, MMI centre display and natural language control
- Head-up display as option

Infotainment and Audi connect

- Modular infotainment platform, second generation
- Audi connect with 4G LTE module; Wi-Fi hotspot for which data packages can be ordered
- Audi smartphone interface for integrating iOS and Android devices into the MMI display
- New listening experience: Bang & Olufsen 3D sound system
- Audi tablet as flexible Rear Seat Entertainment device

Driver assistance systems

- Adaptive cruise control with Stop&Go including traffic jam assist for slow-moving traffic
- Predictive efficiency assistant for even better fuel economy
- Park assist, rear cross traffic assist, exit warning, turn assist, collision avoidance assist

Full version

The new Audi A4 allroad quattro – all-round car with offroad capabilities

The new Audi A4 allroad quattro is the most expressive way to drive an A4. It combines extroverted, customised design with maximum functionality. Its standard quattro drive combined with powerful and efficient engines makes it the perfect companion in any situation.

Exterior design

Characteristic look and more ground clearance are special traits of the new Audi A4 allroad quattro. The car has a distinctly V-shaped front end with a unique bumper and model-specific air inlets. Vertical chrome louvers adorn its sculpted Singleframe grille; the sturdy underbody guard and rear diffuser are finished in selenite silver. The powerfully flared wheel arches and the rear bumper are finished in matt structure grey or optionally in the exterior colours Argus brown, floret silver, glacier white, Manhattan grey or mythos black. A total of 14 exterior colours are available for the new A4 allroad quattro.

4,750 millimetres long and 1,842 millimetres wide, the new Audi A4 allroad quattro resembles the Audi A4 Avant. Its height measures 1,493mm and its wheelbase is 2,818mm.

Headlights

The distinctive jagged lower edges of the headlights give the new A4 allroad quattro an unmistakable lighting graphic. A light guide forming two acute angles generates the daytime running lights and – at the upper edge of the housing – the turn signals. Audi offers adaptive LED headlights with dynamic rear turn signals as standard, with the option of Matrix LED headlights with dynamic turn signals front and rear. In these solutions, the low-beam headlight has the appearance of an eye. Beneath it are the turn light and all-weather light. The dynamic turn signal, which is generated by sequentially lighting a series of LEDs, runs from the inside toward the outside, i.e. in the direction the driver is turning. This clearly communicates the driver's turning intention.

The high-beam light of the Matrix LED headlights is produced by 12 LEDs that project a light beam through three reflectors. Supplied with information from a camera mounted on the rearview mirror, its controller individually switches the LEDs on or off as necessary; it can dim them over 64 levels as well. As a result, the Matrix LED headlights can implement several million light distributions.

The cornering lights of the Matrix LED headlights are generated by shifting the focal point of the light. They become active even before the driver turns the steering wheel thanks to predictive route data that is available with the optional MMI navigation plus. In addition, a traffic sign anti-glare function is included with Matrix LED headlights; it gives drivers an optimal view of road signs both day and night.

Side view

Clearly flowing lines extend over the new Audi A4 allroad quattro. The shoulder line starts at the corners of the headlights and carves a gentle arc to the rear and wraps around the rear corner. Along the sides, its undercut creates an intensive play of light and shadow. The dynamic line gently ascends over the sturdy side sill strips. The wheel arches are powerfully flared, and the ratio of metal to glass is two-thirds to one-third, which is typical for Audi.

The roofline makes an early descent rearward, and it flows into the low D-pillars. The standard roof rails are black. The standard aluminium exterior styling package adds a further accent when viewed from the side together with the window trim strips, aluminium door handle inlays and the sills. The exterior mirrors are mounted on the door shoulders; 'allroad' logos decorate the front fenders, the tailgate and the front door sill trims.

Rear body

At its aerodynamically optimised rear body, the new Audi A4 allroad quattro sports a low-drawn roof edge spoiler with side fins. The exhaust system is either a single- or dual-branch system and terminates either in a dual exhaust tailpipe (TDI) or two separate tailpipes (TFSI), depending on the engine.

Like the headlights, the taillights also have a richly faceted 3D design. The powerful depth jumps at the inner corners continue their contours in the body design. A total of 50 LEDs are used per unit. The brake light is placed in the outer area of the lights and the dynamic turn signal forms a strip along the upper border.

Engines

The torque-strong TFSI and TDI engines in the new Audi A4 allroad quattro offer improved performance with better efficiency. Both engines satisfy the limits of the Euro 6 emissions standard. Changes implemented in the updated start-stop system 2.0, a standard feature, further improve fuel economy. When the driver approaches a red light, it can now deactivate the engine at a speed below 7 km/h.

High-tech powerhouse: the 2.0 TFSI

The newly developed 2.0 TFSI produces 185kW and delivers 370Nm of torque between 1,600 and 4,500rpm. In combination with the seven-speed S tronic, the new Audi A4 allroad quattro sprints from 0 to 100km/h in just 6.1 seconds on its way to a top speed of 246km/h. ADR fuel consumption is 6.7 litres per 100km corresponding to 155 grams CO₂ per km.

Best-seller: the 2.0 TDI

From November, Audi will offer the 2.0 TDI with 1,968cm² of displacement in the new A4 allroad quattro. It has a maximum power output of 140kW and a maximum torque of 400Nm from 1,750 to 3,000rpm. The new A4 allroad quattro has a combined fuel consumption of 5.2 litres of fuel per 100km, which equates to 138 grams CO₂ per kilometre. It takes just 7.8 seconds to reach the 100km/h mark from a standstill. Its top speed is 220km/h.

Power transmission

With quattro all-wheel drive standard in the new A4 allroad quattro, the seven-speed S tronic dual-clutch transmission is the perfect partner. The most important improvements are further reduced friction, low weight, highly efficient oil supply system and dual-mass flywheel with a centrifugal pendulum – enabling very low idle speeds.

Gear changes are executed within a few hundredths of a second and with virtually no interruption in the power flow by changing the clutches. Power flows from the drive shaft to the front-axle differential via a spur gear stage.

Ready at all times: quattro all-wheel drive in two versions

An ultimate plus in dynamics, traction, driving safety and straight-line tracking – the quattro all-wheel drive from Audi has been guaranteeing this for over three decades. Now Audi is taking the next big step as quattro with ultra technology makes its debut in the new A4 allroad quattro 2.0 TFSI.

For the future: quattro with ultra technology

quattro with ultra technology is an all-wheel drive system optimised for efficiency with no discernible differences compared with permanent systems in terms of traction and handling. These requirements, which may at first glance appear irreconcilable, are fulfilled by the interplay of the newly developed all-wheel drive components and an ingenious operating strategy. The all-wheel drive system's intelligent control works predictively, always looking ahead with its comprehensive array of sensors and continually analysing data on vehicle dynamics, road condition and driver behaviour. In standard operation at low loads, when there is no risk of wheel slip, the new quattro taps into all the advantages of front-wheel drive, but is always ready to engage all-wheel drive when it is needed. This system significantly reduces the potential difference in fuel consumption between front-wheel drive and permanent all-wheel drive systems.

Operating strategy

The quattro electronics are networked with a number of other control units. Every 10 milliseconds, the system acquires and analyses a wide variety of data, such as steering angle, lateral and longitudinal acceleration and engine torque to name just a few. Activation of the all-wheel drive system follows a two-stage strategy: predictive, i.e. anticipatory, and reactive.

On the predictive level, the focus is on data supplied by the networked systems in the car. The control unit uses these data to, for example, compute the point when the inside front tyre will reach the limit of grip during fast cornering. The calculation is completed roughly 0.5 seconds prior. If the wheel approaches the limit of grip within a defined threshold, the all-wheel drive system is activated. With predictive activation, the quattro control unit is primarily oriented towards the driver's style of driving, the status of the ESC and the mode selected in the Audi drive select system and trailer detection. In the rare occurrence of a reactive activation, the system is reacting to sudden changes in road friction. These might occur, for example, when the wheels go from dry asphalt to a sheet of ice.

By networking quattro drive with Audi drive select, drivers can adjust all-wheel-drive properties to suit their individual preferences. The auto mode in drive select provides the best possible traction and balanced handling. In dynamic mode, power is redistributed to the rear axle sooner and to a larger degree,

improving handling, particularly at low coefficients of friction. In the offroad setting, the all-wheel drive system is always engaged.

Technology: two clutches

The special layout of two clutches in the drivetrain enables a crucial gain in efficiency. When the system switches over to front-wheel drive, the front clutch – a multi-plate clutch at the transmission takeoff – decouples the propshaft. An integrated decoupling clutch also opens in the rear differential which eliminates the main sources of drag-torque losses in the rear part of the drivetrain – such as the differential drive gear turning in the oil bath. The quattro drivetrain is also nearly four kilograms lighter than the previous system despite the new technical components, leading to greater fuel saving and handling benefits.

Heart of the matter: limited-slip centre differential

The permanent quattro all-wheel drive system will continue to be used with the TDI engine in the new Audi A4 allroad quattro. It operates purely mechanically. During normal driving, its limited-slip centre differential, designed as a planetary gear wheel, distributes 60 percent of engine torque to the rear wheels and 40 percent to the front. When it redistributes these forces, as much as 85 percent can be directed to the rear and up to 70 percent to the front. These high locking figures enable a clearly defined torque distribution and extremely precise interplay with control systems.

quattro drive is partnered with the updated wheel-selective torque vectoring system, which is active on all types of driving surfaces. In dynamic cornering, this software function brakes the two wheels on the inside of the curve slightly before they can begin to spin. These interventions are made even if the driver is not pressing the accelerator pedal at that time. The difference in propulsive forces causes the car to turn slightly into the curve – this self-steering response keeps the vehicle neutral longer and its handling is therefore more precise, agile and stable.

Chassis

The new Audi A4 allroad quattro is equally at home on the road and on light off-road terrain. The 34mm of extra ground clearance compared with the Audi A4 Avant is produced by the 23mm increase in ride height and the larger wheels.

An updated five-link suspension is used at the front axle, offering optimal comfort combined with a high degree of agility. The developers reduced its weight by five kilograms compared with the previous version.

Audi has also turned to a new, compact design for the electromechanical power steering that shaves 3.5 kilograms off the weight of the previous model. It provides the driver with direct feedback about road conditions and offers better steering precision. Dynamic steering with a variable steering ratio is available as an option.

At the rear, a five-link construction replaces the trapezoidal-link suspension used previously. Audi used an intelligent mix of materials to reduce the weight of the axle components by an additional seven kilograms.

Suspension with damper control

As an alternative to the standard suspension, an optional suspension with damper control is available for the first time in the A4 allroad quattro. Sensors measure the movements of all four wheels plus lateral and longitudinal acceleration. Based on this data, the damper characteristic is adapted to the conditions of the road surface and the driving situation. The results are enhanced handling with even greater comfort and good off-road properties. Furthermore, drivers can use Audi drive select to choose the basic setting of the suspension at the push of a button, which means that they can always call up the desired handling characteristics.

Audi drive select

The new Audi A4 allroad quattro features a new version of Audi drive select with an expanded range of functions. In addition to the familiar modes comfort, auto, dynamic, efficiency and individual (only in combination with the navigation system), offroad mode is available for driving trips on terrain where the paved road ends. It optimally adjusts the engine and transmission control, steering, optional adaptive suspension and all relevant driver and assistance systems for operation on light off-road terrain.

Wheels and brakes

The new Audi A4 allroad quattro comes standard with 18-inch allroad-specific alloy wheels, and an attractive range of optional wheels are also available. A collapsible space saver spare wheel and a tyre pressure indicator are standard.

The internally ventilated brake discs on the front axle measure up to 338 millimetres in diameter. The electromechanical parking brake is integrated into the rear axle. Electronic stability control (ESC) has been further developed in many of its aspects – it now works even more precisely and sensitively than in the previous model. It follows special characteristic curves in the dynamic and offroad modes of Audi drive select.

Body

Despite its larger dimensions, the new Audi A4 allroad quattro has an unladen weight that is as much as 80 kilograms less than that of the previous model. With the 2.0 TFSI engine, it tips the scales (without driver) at just 1,580 kilograms. Geometric lightweight design and an intelligent materials mix have trimmed 15 kilograms of body weight. The module cross member under the instrument panel, for instance, consists of extruded aluminium profiles and sheets, and the front cross member is an extruded profile. In addition, the nodal points in the upper part of the D-pillars are made of die-cast aluminium, and the rear hatch is made of aluminium.

The front strut domes are made of highly integrated cast aluminium parts. Compared to sheet steel components made of many individual parts that are welded together, this saves eight kilograms of weight. This type of construction enables a very stiff joint between the upper links and the car body, producing optimal conditions for dynamic handling.

Hot-formed parts form the high-strength, crash-safe backbone of the passenger cell. They reinforce the transition from the front body to the interior, the front zone of the roof frame, the B-pillars, side sills and parts of the floor. The proportion of these parts in the body cell is 17 percent. The body, with its excellent torsional rigidity, forms the foundation for highly precise driving response. Switchable engine bearings deliver exemplary comfort during idle. Thanks to a sophisticated insulation concept and a wide variety of aerodynamic solutions, the new A4 allroad quattro scores with luxury-class acoustic comfort.

Luggage compartment

In the basic configuration, the luggage compartment of the new Audi A4 allroad quattro offers 505 litres of luggage capacity. The maximum capacity is 1,510 litres with the rear seat backrest folded down and loaded to the roof lining. The rear seat backrest is split 40:20:40, and can be easily folded down

to the seat cushions using the levers mounted in the sides of the luggage compartment. The rectangular-shaped layout of the luggage compartment makes it outstanding in terms of practical use. The cargo width clearance is exactly one metre and a standard stainless steel guard protects the load lip from scratches. An optional rail and load-securing kit makes it easier to transport individual objects.

A partition net and roof rails are standard, as is the power luggage compartment cover. Mounted on rails in the D-pillars, it automatically lifts when the rear hatch is opened and lowers again when it is closed, providing an unobstructed view through the rear window at all times. The electric drive for the rear hatch is also standard, along with sensor control as well, in which the driver can open and close the lid by making a foot gesture.

Interior and infotainment

Sophisticated, light, spacious – in its interior, the new A4 allroad quattro surpasses the previous model significantly in nearly all of its dimensions. Shoulder width and headroom are now 11 and 24 millimetres larger for the driver and front passenger, respectively. The interior length has grown by 17 millimetres and knee room at the rear by a full 23 millimetres.

The feeling of space is just as generous at all seats. The interior design reinforces this impression; its clear architecture focuses strictly on horizontal lines. This principle is best illustrated by the low-built instrument panel and continuous air vent strip. High-quality materials and top craftsmanship quality convey a sophisticated overall impression. This is also underscored by the deluxe automatic air conditioner with capacitive controls and high-resolution display instruments.

The steering wheel selections have been redesigned – the driver's airbag is a compact micromodule, and it enables an even clearer view of the instrument cluster. A three-spoke multifunction leather steering wheel with an impact absorber in the shape of the Singleframe grille and a chrome trim piece on the lower spoke forms the basis.

For a sportier look, the three-spoke leather steering wheel is available with a flattened bottom and the steering wheels have shift paddles.

Audi offers an optional interior lighting package with ambient lighting in 30 different shades, while the comprehensive ranges of colours and high-grade materials for the seats and inlays match those of the A4 model series.

Audi virtual cockpit and MMI system

The focal points of the cockpit are the new MMI operating concept with a rotary/push-button control including MMI touch, the MMI display that is up to 8.3 inches in size and the optional all-digital, 12.3-inch Audi virtual cockpit.

The high-end Audi virtual cockpit option assumes that MMI navigation plus with MMI touch is on-board. Its TFT screen with a 12.3-inch diagonal and a resolution of 1,440 x 540 pixels replaces the round analogue instruments in the driver's visual field by digital graphics that are rich in detail. The tachometer is recomputed 60 times per second, so that the virtual needle has smooth movement and runs precisely. Scrolling operations in lists are based on a physical model that considers such factors as inertia, elasticity and damping.

The driver operates the Audi virtual cockpit from the multifunction steering wheel plus. The driver can switch between two user interfaces by pressing the 'View' button. In infotainment mode, a central window dominates the view, providing a large stage for the navigation map or for lists in the phone, radio and audio areas. In this case, the tachometer and speedometer are displayed as small dial instruments. In the classic view, the instruments are approximately as large as analog instruments, and the centre display window is therefore smaller.

Another new technical highlight in the Audi A4 allroad quattro is the MMI navigation plus with MMI touch. The menu structure, which has been redesigned from the ground up, is based on that of today's smartphones. An intelligent logic, which enables quick operation, replaces static menu trees and frequently used functions can be accessed with just a few clicks.

The new voice control system can recognise inputs made using everyday language, such as: "I want to call Peter Smith." A head-up display extends the list of features. The information appears to hover around two metres in front of the driver within a projection area measuring 200 x 80mm. The human eye registers the information extremely quickly – there's no need to switch from the accustomed long-range vision. The driver can use the MMI to specify which information should be shown on the screen; the height and brightness of the displayed information can also be adjusted.

Infotainment highlights

For discerning hi-fi fans, the Bang & Olufsen 3D Sound System is available, which taps into the spatial dimension of height. It uses four additional loudspeakers to achieve this, with the 3D sound creating a new type of sound experience – the music sounds like it is being played in a concert hall. The centrepiece of the Bang & Olufsen 3D Sound System is a 16-channel amplifier with 755 watts of power that drives 19 loudspeakers. Another option offered by Audi is the flexible Rear Seat Entertainment, consisting of the Audi tablet, which can be used both inside and outside the car.

Driver assistance systems

All driver assistance and safety systems of the A4 model series are available in the new A4 allroad quattro.

Playing a central role here is adaptive cruise control (ACC) Stop&Go including traffic jam assist. It relieves drivers in slow-moving traffic up to a driving speed of 65 km/h not only by assuming the tasks of braking and accelerating but also by steering on well-built roads. The predictive efficiency assistant, unique in this class, helps to save fuel in conjunction with MMI navigation or MMI navigation plus by giving relevant tips while driving. It evaluates GPS information in the immediate vicinity of the car. On highways it can improve fuel economy by up to 10 percent in this way.

Audi also offers an entire array of innovations that improve safety. The optional park assist uses 12 ultrasonic sensors to assist in parallel and perpendicular parking, so that the driver only has to operate the accelerator, shift gears and brake. The standard rear cross traffic assist helps in backing out of parking spaces with poor visibility and warns of approaching traffic – visually, acoustically and by a brake jolt.

Exit warning is activated as soon as the new Audi A4 allroad quattro comes to a stop. If other vehicles are then approaching from the rear, the system warns all occupants by lighting LED light conductors in the interior side trim if they begin to open the doors. Collision avoidance assist intervenes if the car has to drive around an obstacle to avoid an accident. Based on data from the front camera, ACC and radar sensors, it computes a recommended driving line within fractions of a second. Its first action is a warning jolt to alert the driver to the danger. As soon as the driver steers, the system assists in executing the necessary lane change with targeted steering torque interventions in the power steering system.

Turn assist performs monitoring of oncoming traffic when turning left over a driving speed range from two to 10km/h. In a dangerous situation, it brakes the car to a stop. The system is active in the background as soon as the driver activates the turn signal to turn across the road.

Audi pre sense city, which is standard, monitors for other vehicles and pedestrians up to a driving speed of 85km/h; in an emergency it can apply full braking power. The lineup is rounded out by other assistance systems such as camera-based traffic sign recognition, Audi active lane assist and Audi side assist.

History

The Audi A4 family, like its forebear the Audi 80, has been a successful technology platform and its models are genuine winners. Even in the first Audi 80 of 1972, the brand with the four rings was already setting new standards for lightweight design, power and agility.

Ever since its world premiere at the Geneva International Motor Show in 2009, the Audi A4 allroad quattro has assumed special positioning. It combines off-road capabilities with comfort and an independent look. In autumn 2011, a product upgrade was launched on the market with revised engines. In Australia, the A4 allroad quattro first arrived in October 2012. Between 2009 and 2015, Audi sold around 100,000 units of the first generation A4 allroad quattro. Audi produces the new A4 allroad quattro, which celebrated its world premiere in January 2016 at the North American International Auto Show (NAIAS) in Detroit, at its main plant in Ingolstadt.