

Audi A6'05 - Running Gear

Self-Study Programme 324

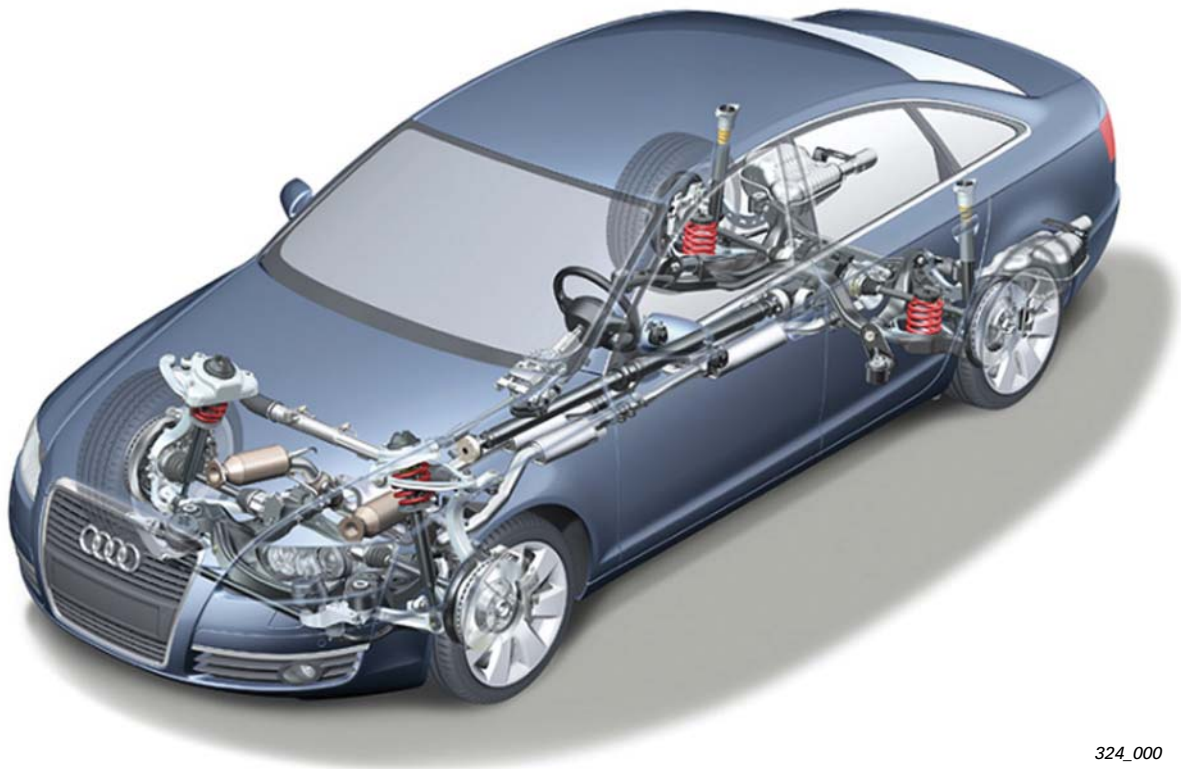
General information

The basic version of the Audi A6'05 is equipped with a steel spring chassis. There are three different types of running gear:

Normal running gear: Designation: 1BA

Sports-style running gear: Designation: 1BE, vehicle trim is positioned 20 mm lower than on the normal running gear

Rough-terrain running gear: Designation: 1BR, vehicle trim is positioned 13 mm higher than on the normal running gear



324_000

Contents

Front axle

Overview	4
System components	5

Rear axle

Overview	10
System components	11

Running gear alignment/adjustment

Adjusting the front axle	15
Adjusting the rear axle	16

Brake system

Wheel brake.	17
Electromechanical parking brake – EPB.	20
ESP	28

Steering system

Overview	38
System components	39

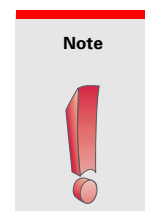
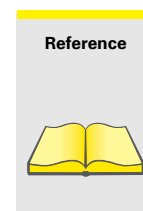
Wheels/tyres

Wheel programme	46
Tyre pressure monitoring	47
Tyre pressure monitoring system for USA	50

The Self-Study Programme provides information on the fundamentals of the design and function of new vehicle models, new vehicle components or new technologies.

The Self-Study Programme is not a Workshop Manual!
Specified values serve only to make the information easier to understand and relate to the software version that was valid at the time the Self-Study Programme (SSP) was created.

For maintenance and repair work, please make sure to use the current technical documentation.

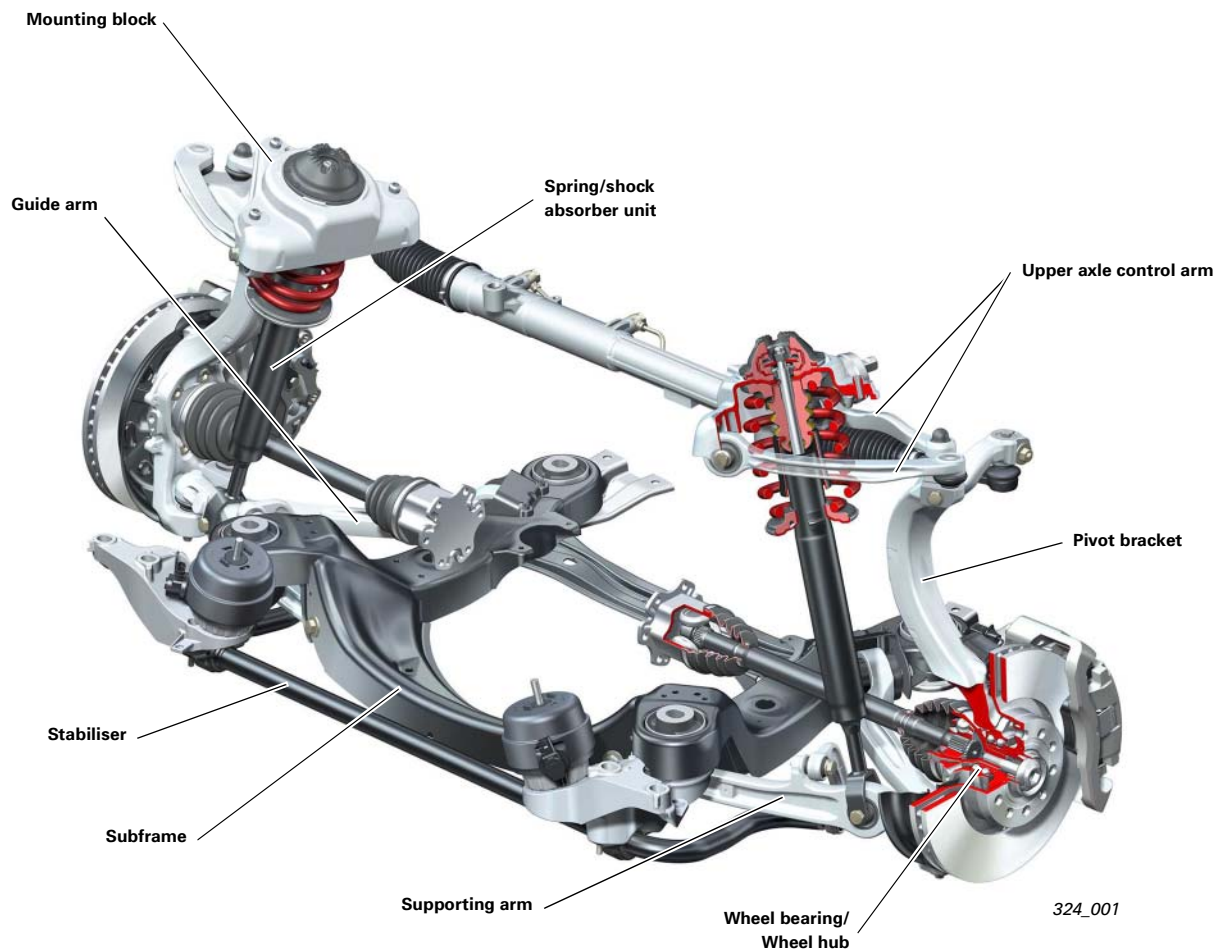


Front axle

Overview

The well-known four-link front axle is also used in the new Audi A6'05 (see SSP 161). Given the geometric and kinematic changes compared to the predecessor vehicle, all axle components except for the top-level axle control arms and the wheel hubs (adopted from the Audi A8) are new parts.

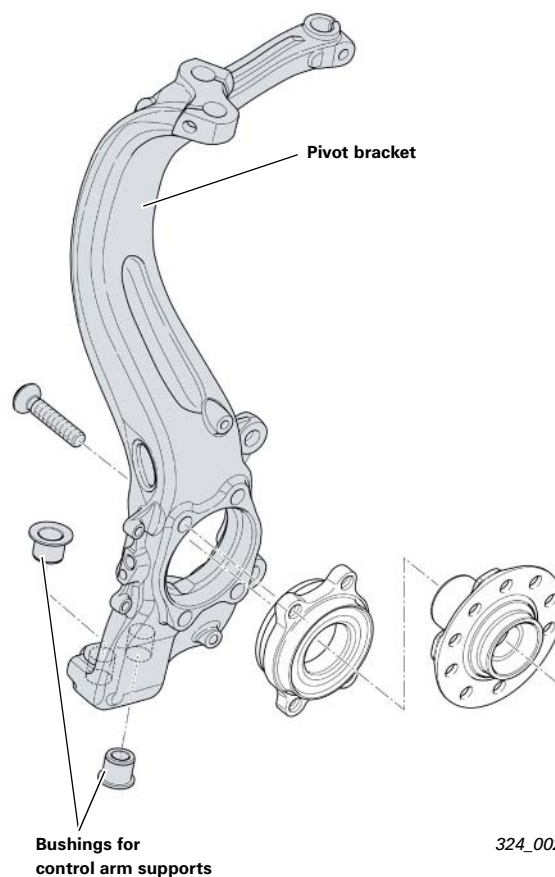
In addition to improved spring and shock absorber settings, spring travel has been increased by 30 mm. This results in a significant improvement in driving comfort and driving stability. With regard to the passenger compartment, the axle was moved forward by 83 mm. This provides better axle load distribution and has advantages from the point of view of driving dynamics.



System components

Pivot bracket

The pivot bracket is an aluminium forged part, while the support for the trailing arm mount for the guide and supporting joints is formed from pressed zinc/iron-coated bushings. Because of the different wheel bearing dimensions, there are two types of pivot brackets.



Wheel bearing

A 2nd generation wheel bearing (double-flange bearing) is used. Because of the different axle loads, an 85-mm \varnothing bearing is used for all 4-cylinder engines and for 6-cylinder petrol engines. All other engines (higher axle loads) have a bearing \varnothing of 92 mm. The ring for wheel speed sensing is part of the wheel bearing.

Wheel hub

The wheel hub for the 85 mm \varnothing wheel bearing is the same part that is used in the Audi A8'02. The larger wheel hub ($\varnothing = 92$ mm) is adopted from the Audi A8'03).

