

Condition

Model(s)	Year(s)	VIN Range	Vehicle Specific Equipment
A6 Sportback e-tron, and S6 Sportback e-tron	2025 2027	All	Not applicable

REVISION HISTORY		
Revision	Date	Purpose
3	-	Revised header (Included Model Year) Revised <i>Technical Background</i> (Updated Information) Revised <i>Service</i> (Updated Information)
2	02/04/2026	Revised attachments (Included attachment)
1	11/21/2026	Initial publication

Customer states:

When accelerating lightly at speeds between approximately 50 and 65 mph (50 and 100 km/h), vibrations occur that can be felt in the seat, center armrest, other armrests, or in the footwells. If acceleration is interrupted or when the vehicle is driven at a constant speed, the vibrations are no longer noticeable. The intensity of the complaint may change depending on the accelerator pedal position or after cornering.

Workshop findings:

The complaint can be reproduced clearly. There are clearly vibrations that can be felt during acceleration, but not at constant speeds.

When performing the analysis, you should ideally use the VAS tool 611015 (PICO NVH tool) to clearly identify the vibration.

Details about the configuration, positions and analysis of the measurement are included in the attached document.

If, after evaluating, you determine that the vibration complaint is the conspicuous difference of approx. 1 Hz. in the third wheel order (as described in the analysis guide), do not carry out any repair or part replacement.

Technical Background

Please perform the PICO measurement using VAS611015 according to the instructions and read off the highest structure-borne sound level from channel B (outer seat rail in interior) (see detailed description on page 4).

If this level value is below 15 mg, it is normal and is not a cause for concern.

Note: It is important to make sure that the sensor is attached to the outer seat rail as shown in the illustration and that the tool settings are selected exactly as described. Otherwise, the result may deviate

significantly.

If the level value is above 15 mg, two vibration dampers need to be retrofitted on the rear axle. The vibration dampers are expected to be available at the end of the third quarter.

The vibrations here are generally caused by the unfavorable interaction of frequencies from several rotating components that can be perceived as unpleasant.

Replacing components, such as drive shafts or the drive motor, will not resolve the complaint.

There is no reason to expect that the vibrations may lead to complaints on other components.

Production Solution

Planned for the beginning of the fourth quarter of 2026.

Service

1. Explain to the customer that this matter is being reviewed. If the customer's vehicle condition matches the condition listed in the *Technical Background* of this PSS TSB, explain to the customer that a solution is expected to be available by the end of the third quarter of 2026 (subject to change) and that no repairs are necessary at this point.
2. Do not replace any components for this condition since this will not resolve the customer's concern.
3. Create a PSS record in the PSS database via the Pending Service Solutions (PSS) link found in Audi Now; *Service | AU-US > Pending Service Solutions (PSS)*.

Install vibration dampers on the rear axle subframe. Expected to be available from the third quarter of 2026.

Warranty

When performing analysis and billing with VAS 611015, please observe TSB 2070568, *00 Professional noise analysis with the VAS 611 015 PICO-NVH tool*.

If you are billing AoA according to the warranty guidelines, please note the following accounting instructions:

Service number: 4221 / damage code: 0013

Required Parts and Tools

Tool Number	Tool Description
VAS 611015	PICO NVH Tool

Additional Information

All part and service references provided in this TSB (**2080125**) are subject to change and/or removal. Always check with your Parts Department and/or ETKA for the latest information and parts bulletins. Please check the Repair Manual for fasteners, bolts, nuts, and screws that require replacement during the repair.

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