



Audi Q8
Standard Safety Equipment

2019



Adult Occupant



93%

Child Occupant



87%

Vulnerable Road Users



71%

Safety Assist



73%

SPECIFICATION

Tested Model	Audi Q8 50 TDI quattro, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2220kg
VIN From Which Rating Applies	- all Q8s
Class	Large Off-Road

General comments

The Audi Q8 shares almost all of its structure with the Q7 and has the same safety equipment fitted as standard. Additional tests have been done where performance may differ slightly between the two vehicles but this rating for the Q8 makes use of many tests done on the Q7, tested earlier this year.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

ADULT OCCUPANT

Total 35.3 Pts / 93%


■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.7 / 8 Pts




Passenger Driver

Frontal Full Width 7.3 / 8 Pts



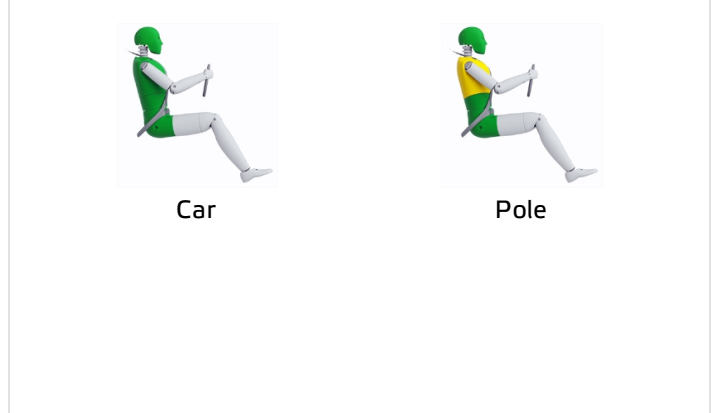
Rear Passenger Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat Rear seat

Lateral Impact 15.6 / 16 Pts



Car Pole

 ADULT OCCUPANT

Total 35.3 Pts / 93%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

AEB City

 4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 35.3 Pts / 93%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Audi showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the chest was marginal for both driver and passenger. In the full-width rigid barrier test, chest protection was again marginal for the rear passenger but other critical body areas were well or adequately protected, for both occupants. In both the side barrier test and the pole impact, protection of all critical body areas was good and the car scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the front seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality against other vehicles at the low speeds, typical of city driving, at which many whiplash injuries occur, with collisions avoided in almost all test scenarios.

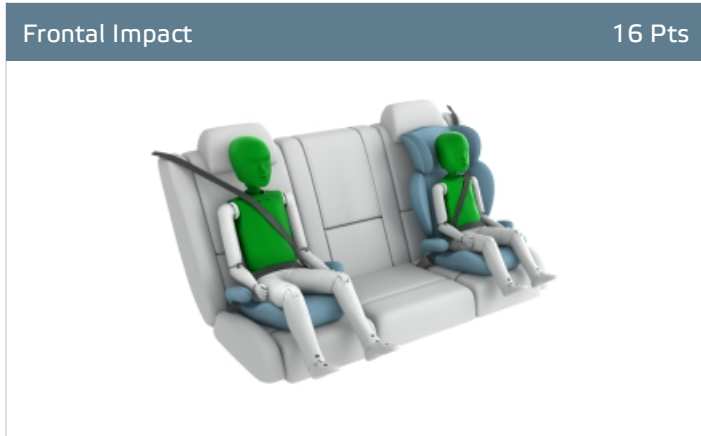
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



Restraint for 6 year old child: *Audi Kindersitz Youngster*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	○	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 / 12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)




Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



 CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
BeSafe iZi Flex FIT i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Britax Römer Duo Plus (ISOFIX)	□	●	□	●
Britax Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

Comments

In both the frontal offset and side barrier tests, protection of both the 6 and 10-year dummies was good for all critical body areas, and the car scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All restraint types for which the Q8 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 34.5 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	24.6 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> </table>	Head Impact	16.9 Pts	Pelvis Impact	1.8 Pts	Leg Impact	5.9 Pts
Head Impact	16.9 Pts						
Pelvis Impact	1.8 Pts						
Leg Impact	5.9 Pts						

Vulnerable Road Users	9.9 / 12 Pts
System Name	Audi pre sense
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

Unlike the Q7, the Q8 does not have an 'active', deployable bonnet, so tests were repeated for the Q8. The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with areas of poorer performance only at the bonnet edges. The bumper provided good or adequate protection to pedestrians' legs at all test locations. Protection of the pelvis was mixed, with some areas well and others poorly. The AEB system of the Q7 can detect vulnerable road users such as pedestrians and cyclists, as well as other vehicles. In tests of its response to such road users, the system performed well with collisions avoided or mitigated in most test scenarios.

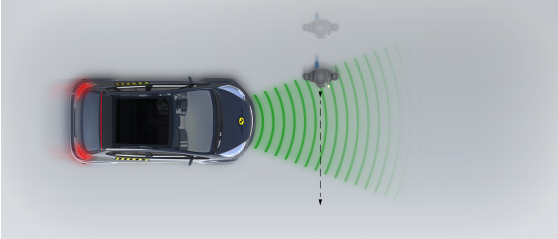
 VULNERABLE ROAD USERS

Total 34.5 Pts / 71%

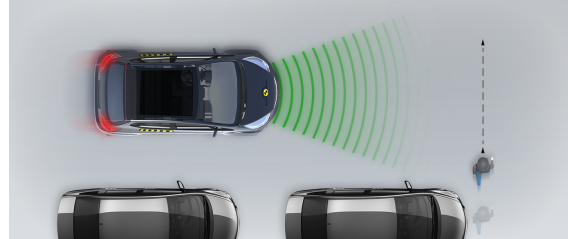
AEB Pedestrian 

■ Day time

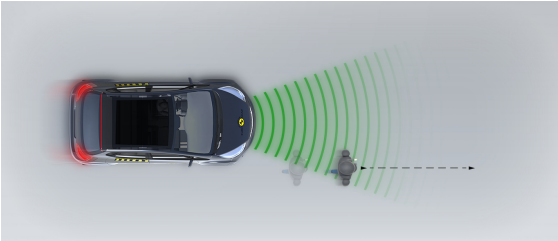
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

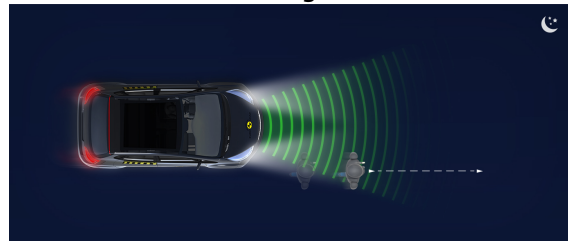


■ Night time

Adult crossing the road

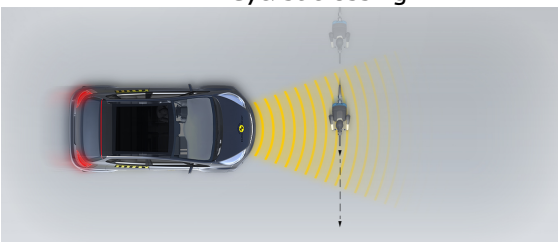


Adult along the roadside

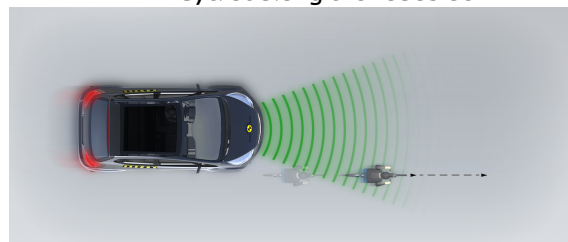


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.5 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera & Map
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

■ 3 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	●

● Pass
 ● Fail
 — Not available

Lane Support

■ 2.8 / 4 Pts

System Name	Active Lane Departure Warning
Type	ELK + LKA (including LDW)
Operational From	65 km/h

PERFORMANCE	
Emergency Lane Keeping	■ ADEQUATE
Lane Keep Assist	■ GOOD
Human Machine Interface	■ ADEQUATE

SAFETY ASSIST

Total 9.5 Pts / 73%

AEB Inter-Urban

2.5 / 3 Pts

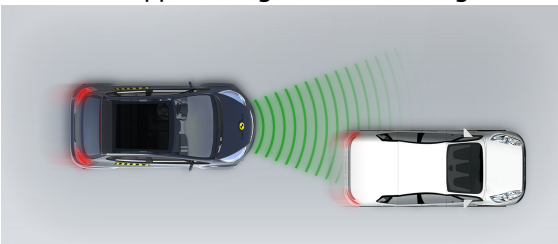
System Name	Audi Pre Sense
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning

Comments

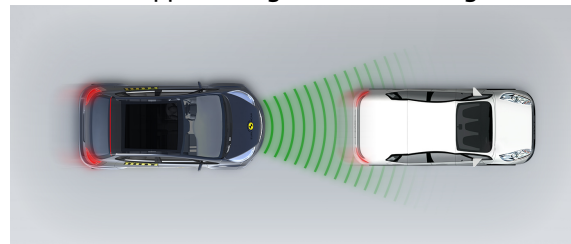
The Q8 has a seatbelt reminder system for all seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. The lane support system helps to avoid inadvertent drifting out of lane by warning the driver and applying a gentle steering correction. The system also intervenes in some other more critical situations. A driver-set speed limiter is available as standard equipment but the speed-limit recognition system is an option on the Q8.

■ Autobrake function only

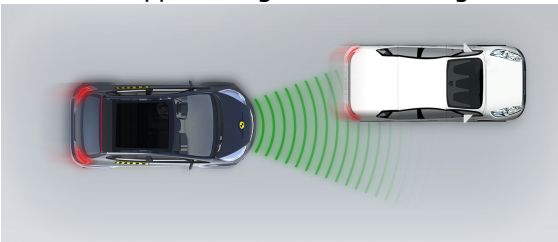
Approaching a slower moving car



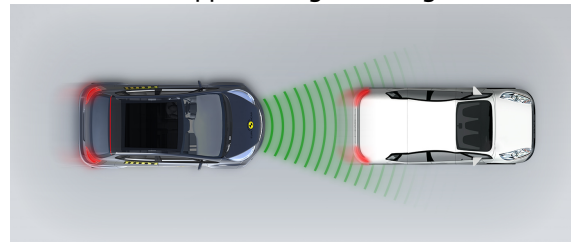
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

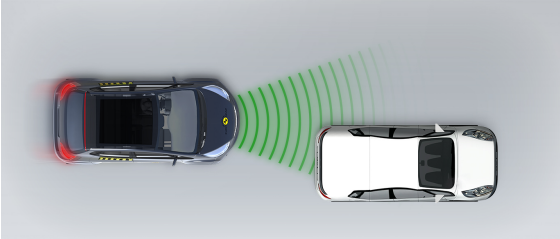


 SAFETY ASSIST

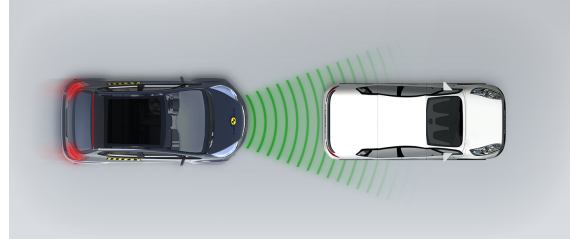
Total 9.5 Pts / 73%

■ Driver reacts to warning

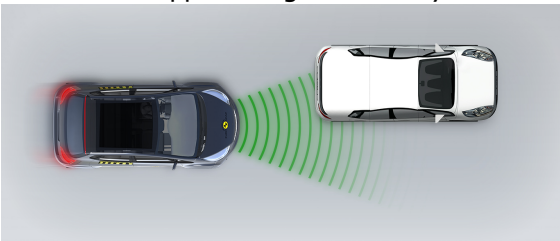
Approaching a stationary car



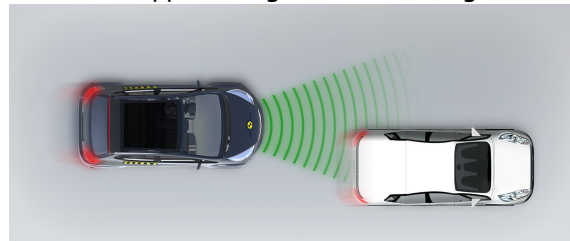
Approaching a stationary car



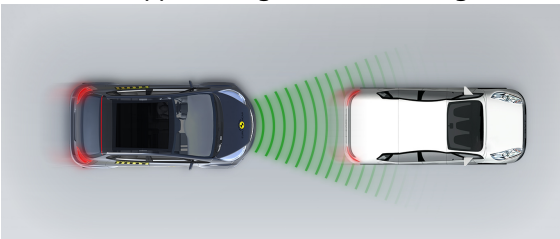
Approaching a stationary car



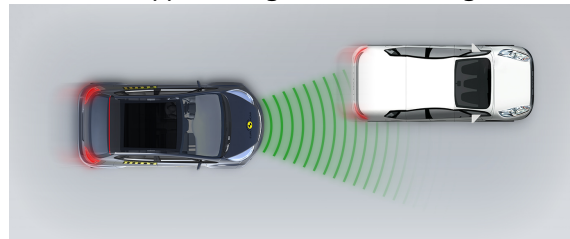
Approaching a slower moving car



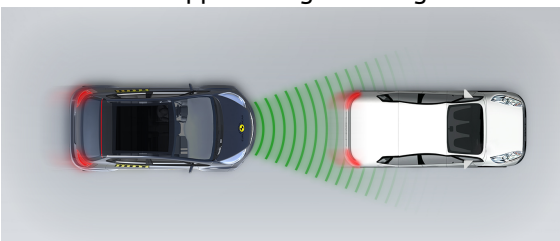
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	V6 3.0 TDI 210 kW	50 TDI quattro tiptronic	4 x 4	✓	✓
5 door SUV	V6 3.0 TFSI 250 kW	55 TFSI quattro tiptronic	4 x 4	✓	✓
5 door SUV	V6 3.0 TDI 170 kW	45 TDI quattro tiptronic	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019 ★ ★ ★ ★ ★ ✓