

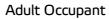


Audi Q7 Large Off-Road

2015









94%



Child Occupant

88%

Pedestrian



70%



Safety Assist

**76%** 

## **SPECIFICATION**

Tested Model	Audi Q7 3.0 TDI quattro, LHD
Body Type	- 5 door SUV
Year Of Publication	2015
Kerb Weight	1995kg
VIN From Which Rating Applies	- applies to all 5 and 7 seat Q7's of the specification tested
Class	Large Off-Road

# ADVANCED REWARDS

- 2012 Audi Pre-Sense Basic
- 2012 Audi Secondary Collision Brake Assist



# SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	_
CHILD PROTECTION			
Isofix		0	•
Integrated CRS	_	×	0
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	•
ESC	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	0

Note: Other equipment	may be available on the	a vobicle but was not c	considered in the test vear.
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				_
Fitted	to the	vehicle as	standard	$\sim$

Fitted	l to t	he ve	hicle	as	option
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O Not fitted to the test vehicle but available as option





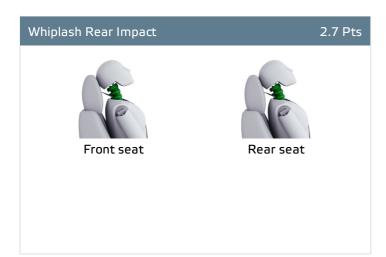
Total 36.1 Pts / 94%

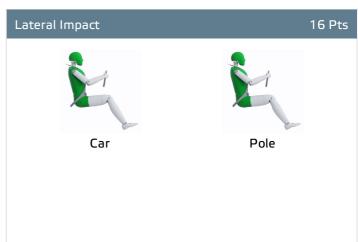
**POOR** 

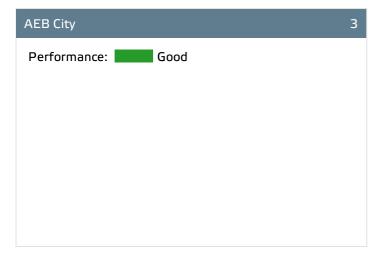




WEAK











Total 36.1 Pts / 94%

#### Comments

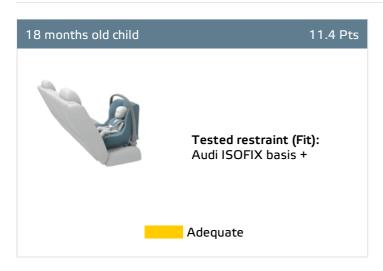
The passenger compartment of the Q7 remained stable in the frontal impact. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Audi demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. Measurements of chest compression in the driver dummy indicated a marginal level of protection for this part of the body. In the full width rigid barrier test, all critical body areas except the chest were well protected. Chest protection for the rear passenger dummy was adequate and that of the driver dummy was again marginal. In both the side barrier impact and the more severe side pole test, protection of all critical body regions was good and maximum points were scored. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision, and a geometric assessment of the rear seats indicated good whiplash protection here too. An autonomous emergency braking system is fitted as standard on the Q7 and operates from the low speeds, typical of city driving, at which many whiplash injuries are caused. Its performance in Euro NCAP's tests was good.

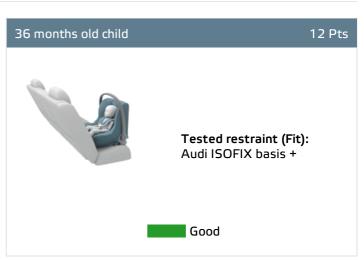


Total 43.4 Pts / 88%



Crash Test Performance 23.4 Pts





Safety Features 8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
Isofix	0	•	•	0
i-Size	0	•	•	0
Integrated CRS	×	×	×	0

- Fitted to test car as standard
- O Not on test car but available as option
- 🗶 Not available

CRS Installation Check 12 Pts

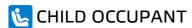
- Install without problem
  Install with care
  Safety critical problem
  Installation not allowed
- Infants up to 13 kg











Total 43.4 Pts / 88%

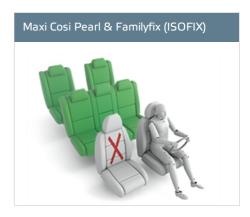
### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg







#### Toddlers over 18 kg







Total 43.4 Pts / 88%

			Seat Positi	on			
	Front		2nd row		3rc	rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT	
Maxi Cosi Cabriofix (Belt)	•	•	×	•	×	×	
Römer King Plus (Belt)	•	•	×	•	×	×	
Römer Duo Plus (ISOFIX)	×	•	•	•	•	•	
Römer KidFix (Belt)	•	•	×	•	×	×	
Maxi Cosi Cabriofix & EasyFix (Belt)	×	•	•	•	•	•	
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	•	•	×	×	
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	•	•	×	×	
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	•	•	•	•	
Römer KidFix (ISOFIX)	×	•	•	•	•	•	

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

#### Comments

In the full scale impact tests, both the 1½ year dummy and the 3 year dummy were sat in rearward-facing restraints. The Q7 scored maximum points for its protection of the 3 year dummy in the tests. Protection of the 1½ year dummy was good except for the chest, which experienced marginally elevated decelerations. 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 and the system was rewarded. All of the restraints for which the Q7 is designed could be properly installed and accommodated in the vehicle. The Q7 can be bought as a seven seater or a five seater. The optional third row seats have, as standard, integrated child restraints with ISOFIX anchorages. The seven seat vehicle would have scored additional points for child occupant protection and the five star overall rating applies also to that version.





Total 25.4 Pts / 70%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 25.4 Pts

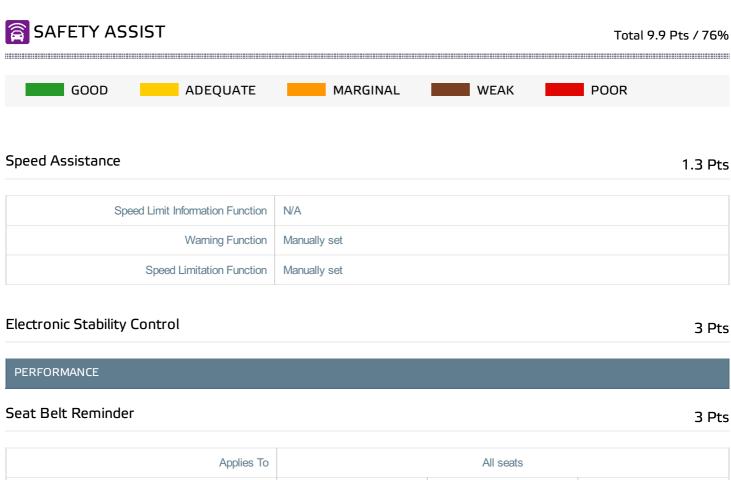


Head Impact	18.8 Pts
Pelvis Impact	1.4 Pts
Leg Impact	5.2 Pts

#### Comments

The Q7 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance between the surface and the hard structures in the engine bay. Audi showed that the system triggered robustly over a range of speeds and for different pedestrian statures, so the car was tested with the bonnet in the raised position. Good results were recorded in almost all areas tested. The bumper had some areas offering good protection to pedestrians' legs but also some adequate and marginal results were recorded. Protection of the pelvic region of a struck pedestrian was predominantly poor.





Applies To	All seats			
Warning	Driver Seat	front passenger(s)	rear passenger(s)	
Visual	•	•	•	
Audible	•	•	•	

Pass

Fail

- Not available





Total 9.9 Pts / 76%

AEB Interurban 2.6 Pts

System Name	Audi Pre Sense City	
Туре	Forward Collision Warning with Auto-Brake	
Operational From	10 Km/h	
Additional Information	Default On; Supplementary Warning; Seatbelt Activation	
PERFORMANCE		
Operational Speed	10-85 Km/h	30-250 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 45km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Mitigation	Avoidance

#### Comments

The Q7 is equipped, as standard, with electronic stability control, a seatbelt reminder system for the front and rear seats, autonomous emergency braking and a speed assistance system. As well as operating at low, city speeds, the autonomous braking system also works at higher speeds and performed well in Euro NCAP's tests. The standard speed assistance system is a driver-set speed limiter, and this is the system assessed here. An optional system is available which also uses a camera and digital mapping to inform the driver of local speed limits. A lane departure warning system is available as an option but was not expected to meet the fitment requirements for inclusion in the assessment.