

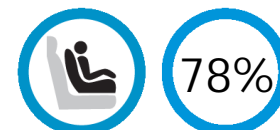
AUDI A3 Sportback e-tron

AUDI A3 Sportback e-tron 1.4 TFSI + e-Engine 'Ambition', RHD

2014 ★★★★★



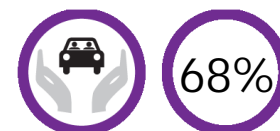
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	AUDI A3 Sportback e-tron 1.4 TFSI + e-Engine 'Ambition', RHD
Body type	5 door hatchback
Year of publication	2014
Kerb weight	1607kg
VIN from which rating applies	applies to all A3 Sportback e-trons of the specification tested

SAFETY EQUIPMENT

Frontal airbags	Driver (Single Stage), Passenger (Single Stage)
Pre-tensioners	Driver (single), Passenger (single)
Load-limiters	Driver, Passenger, Rear
Knee airbags	Driver
Side airbags	Head (front and rear), Thorax (front only)
Front head restraints	Passive
Passenger airbag switch	Manual (optional)
ISOFIX anchorages	Rear outboard seats
Integrated child restraint	None
Active Pedestrian Protection	deployable bonnet, Standard
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	ESC, Standard, Manual Switch
Speed Assistance Systems	Not Available
Lane Support	Lane Departure Warning + Lane Keep Assist, Optional (meeting fitment requirements)
Autonomous Braking	'pre sense front', Inter-Urban (Auto-Brake and Forward Collision Warning) system, Optional (meeting fitment requirements)
Other	Not applicable

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 31 pts | 82%

CRASH TEST PERFORMANCE

FRONT OFFSET

14,7 pts



Driver



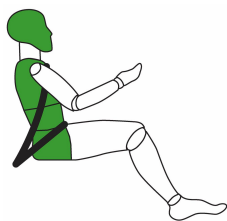
Passenger

SIDE CAR

8 pts

SIDE POLE

6,2 pts



Side car



Side pole

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,3 pts



Front seats



Rear seats

FRONT OFFSET

HEAD

Driver airbag contact	unstable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	16mm
Steering wheel rearward	7mm
Steering wheel upward	1mm
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Brake - 74.845mm
Upward pedal movement	Brake - 16.202mm

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

HEAD RESTRAINT

Seat description	Sports, leather, 4 way manual
Head restraint type	Passive
Front geometric assessment	1,5 pts

TESTS

- High severity	2 pts
- Medium severity	2,6 pts
- Low severity	2,4 pts

AEB CITY

0 pts

System name	Not applicable
Fitment	Optional (not meeting fitment requirements)



CHILD OCCUPANT

Total 39 pts | 78%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Takata Midi
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Takata Midi
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isifix

Safety features score **4 pts**
Installation check score **10,7 pts**

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Fail	Pass	Pass	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Fail	Exempt	Fail	N/A	N/A	N/A
Takata Midi (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Takata Midi (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS

SAFETY ASSIST

Total 9 pts | 68%

SPEED ASSISTANCE SYSTEM 0 pts

SEATBELT REMINDER 3 pts

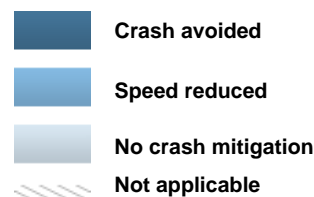
- driver and passenger Pass
- rear Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

Meets requirements

LANE SUPPORT SYSTEMS 1 pts

AEB INTERURBAN SYSTEMS 2 pts



APPROACHING A STATIONARY VEHICLE

Approaching speed (km/h) 10 20 30 40 50 60 70 80



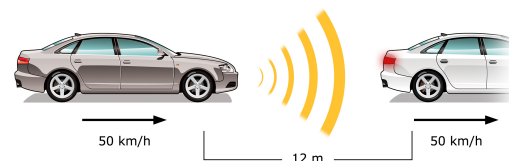
APPROACHING A SLOW MOVING VEHICLE

Approaching speed (km/h) 10 20 30 40 50 60 70 80



APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY

Leading vehicle braking Gentle (2 m/s²) Abrupt (6m/s²)



APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY

Leading vehicle braking Gentle (2 m/s²) Abrupt (6m/s²)



PEDESTRIAN

Total 24 pts | 66%



HEAD	18 pts
PELVIS	0,1 pts
LEG	6 pts



EURO NCAP ADVANCED REWARDS

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



COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. There was insufficient pressure in the driver dummy's airbag to prevent the head from bottoming out the airbag on to the steering wheel. The score for the driver's head was penalised as a result. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Audi showed that a similar level of protection would be provided to occupants of different statures and to those sat in different seating positions, whose knees might contact the dashboard at different locations. In the side barrier impact, the A3 Sportback e-tron scored maximum points, with good protection of all critical body areas. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the chest but other parts of the body were well or adequately protected. Whiplash protection in the event of a rear-end collision was rated as good for the front and rear seats. The A3 Sportback e-tron has an autonomous emergency braking system available as an option. The system operates from low speeds but, as it is not standard equipment, functionality at city-type speeds was not assessed.

Child occupant

In the dynamic crash tests the A3 Sportback e-tron scored maximum points for its protection of the 1½ year and 3 year dummies, both of which were sat in rearward-facing group 0+/1 child restraints. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, the switch to disable the airbag is not standard so it was not eligible to score points in the assessment. Some types of child restraints could not be accommodated in the car. The front passenger airbag disabling switch is not standard and, without it, the group 0+ universal restraint cannot be safely used in that seating position. The group II/III semi-universal restraint could not be properly positioned in the rear outboard seats. Other restraint types could be properly installed and accommodated.

Pedestrian

The bumper showed good protection to pedestrians' legs at all points tested and scored maximum points. However, the front edge of the bonnet showed poor protection to the pelvis region at all test locations. The A3 Sportback e-tron has an active bonnet. When sensors detect that a pedestrian has been struck, actuators lift the bonnet, providing extra clearance to the stiff structures in the engine bay. Audi showed that the system operated robustly for a variety of pedestrian statures and over a broad range of speeds. Therefore, Euro NCAP's tests were performed with the bonnet in the raised (deployed) position. Tests results on the bonnet surface were predominantly good or adequate with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars.

Safety assist

TEST RESULTS

Electronic stability control is standard equipment as is a seatbelt reminder system protecting the front and rear seats. A lane-assist system is available as an option but met Euro NCAP's fitment requirements and was included in the assessment. Audi 'pre-sense front' is an optional autonomous emergency braking system. As it is expected to be fitted to most cars sold in Europe, its higher-speed 'Inter-Urban' functionality was assessed and found to perform adequately. A speed assistance system is not available on the A3 Sportback e-tron.