



**Audi Q7**  
Standard Safety Equipment

2019



Adult Occupant



92%

Child Occupant



86%

Vulnerable Road Users



71%

Safety Assist



72%

## SPECIFICATION

Tested Model	Audi Q7 50 TDI quattro S line, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2165kg
VIN From Which Rating Applies	- all Q7s
Class	Large Off-Road

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○

Version 191119

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
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 35.2 Pts / 92%


■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 6.7 / 8 Pts




Passenger                      Driver

**Frontal Full Width** 7.3 / 8 Pts



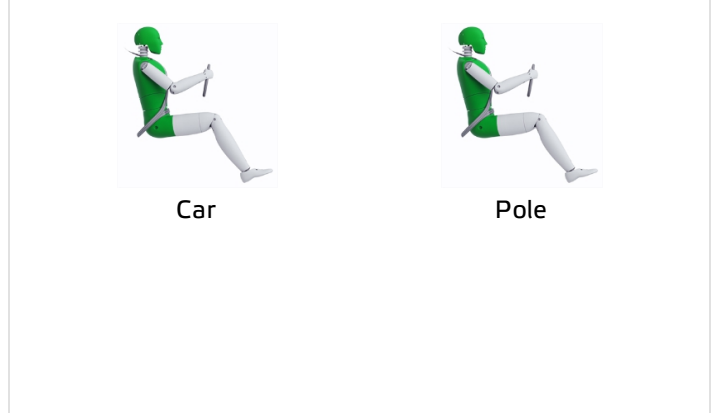
Rear Passenger                      Driver

**Whiplash Rear Impact** 1.7 / 2 Pts



Front seat                      Rear seat

**Lateral Impact** 15.5 / 16 Pts



Car                      Pole

 ADULT OCCUPANT

Total 35.2 Pts / 92%

 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 35.2 Pts / 92%

## Comments

The passenger compartment of the Q7 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 Q7 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.

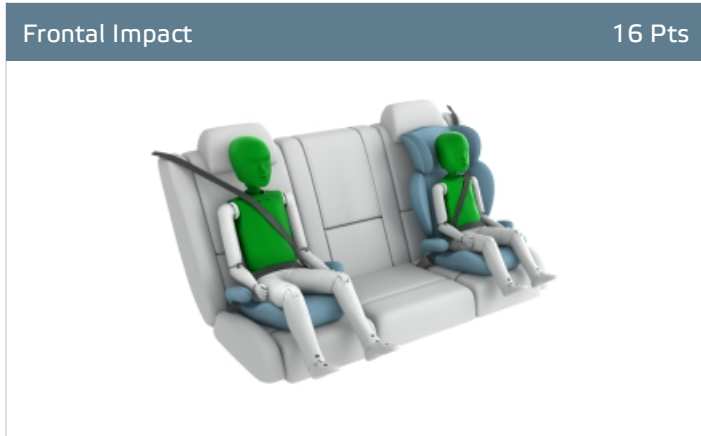
**CHILD OCCUPANT**

Total 42.5 Pts / 86%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



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

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	○	●	●	●
i-Size	✗	●	●	✗
Integrated CRS	✗	✗	✗	✗

\* Third row seats available as option

Fitted to test car as standard
  Not on test car but available as option
  Not available

CRS Installation Check

11.5 / 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 42.5 Pts / 86%

■ 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 42.5 Pts / 86%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	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 Q7 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. Audi's information indicates that the second-row centre seat and the optional third row seats are not suitable for certain universal child restraints. With these exceptions, all installation checks were passed.

**VULNERABLE ROAD USERS**

Total 34.3 Pts / 71%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	24.4 / 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;">17.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	17.2 Pts	Pelvis Impact	1.2 Pts	Leg Impact	6 Pts
Head Impact	17.2 Pts						
Pelvis Impact	1.2 Pts						
Leg Impact	6 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**

The Q7 has an 'active', deployable bonnet. Sensors in the bumper detect that a pedestrian has been struck and actuators lift the bonnet to provide greater clearance between the surface and the hard structures in the engine compartment. Audi showed that the system worked reliably for various pedestrian statures and across a range of speeds. Accordingly, the vehicle was tested with the bonnet in the raised 'deployed' position. Test results indicated good or adequate protection over most of the bonnet surface. The bumper provided good 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.

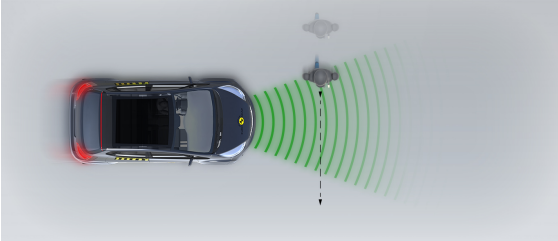
 VULNERABLE ROAD USERS

Total 34.3 Pts / 71%

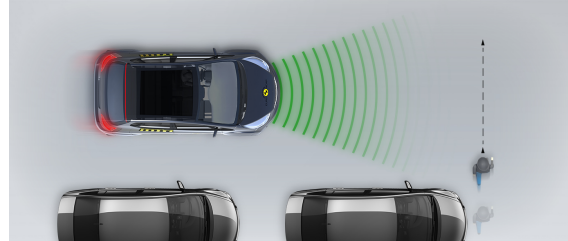
AEB Pedestrian 

■ Day time

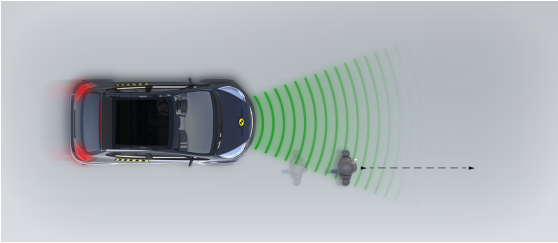
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

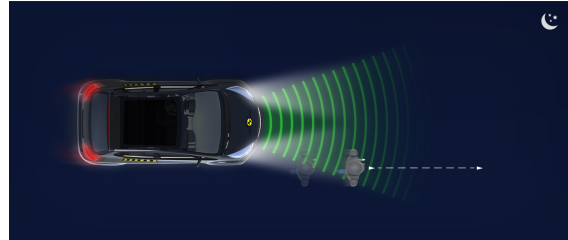


■ Night time

Adult crossing the road

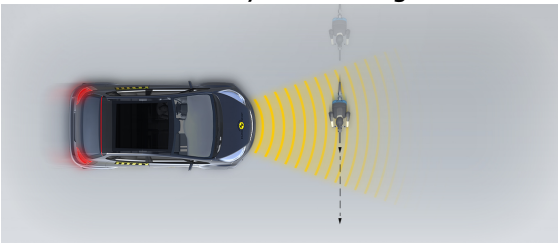


Adult along the roadside

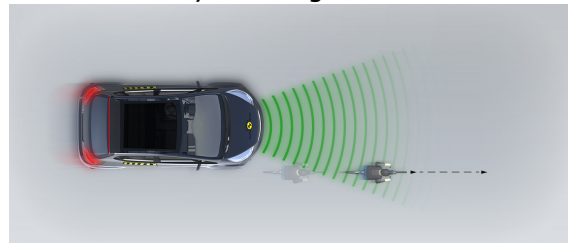


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.5 Pts / 72%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 1.7 / 3 Pts

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

Seat Belt Reminder

■ 2.5 / 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
Operational From	65 km/h

PERFORMANCE	
Emergency Lane Keeping	<span style="color: yellow;">■</span> ADEQUATE
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

**SAFETY ASSIST**

Total 9.5 Pts / 72%

**AEB Inter-Urban**

**2.5 / 3 Pts**

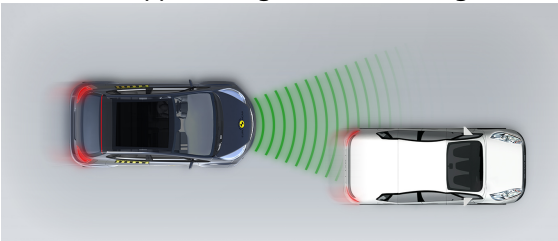
System Name	Audi Pre Sense
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning

**Comments**

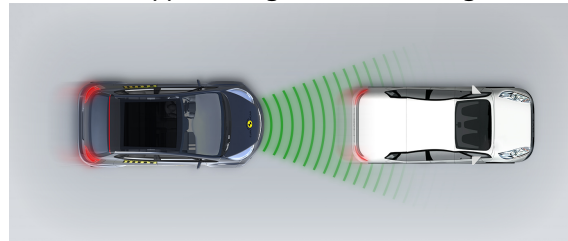
The Q7 has a seatbelt reminder system for all seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. The lane support system helps to avoid inadvertent drifting out of lane by warning the driver and applying a gentle steering correction. The system also intervenes in some other more critical situations. Speed assistance is provided by a camera and digital map-based system which identifies the local speed limit and presents this information to the driver, who can then manually set the limiter as appropriate.

■ **Autobrake function only**

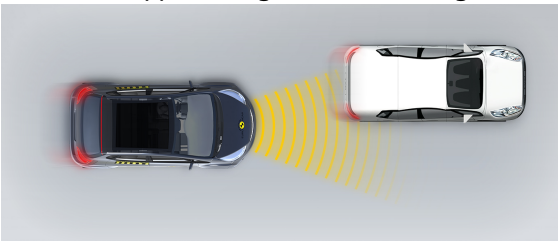
Approaching a slower moving car



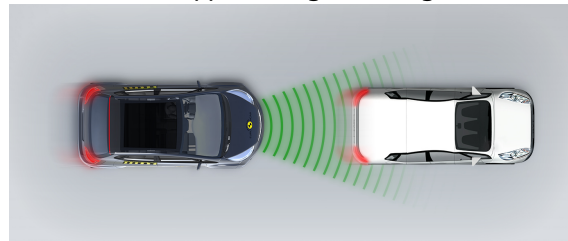
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

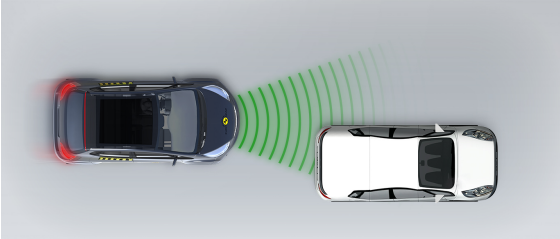


 SAFETY ASSIST

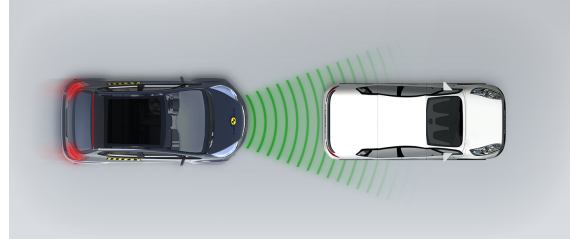
Total 9.5 Pts / 72%

■ Driver reacts to warning

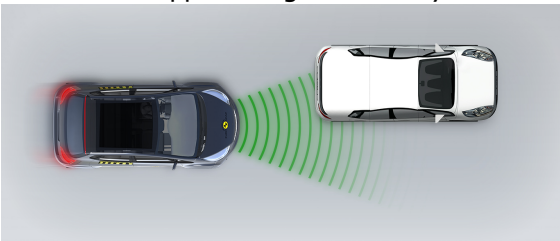
Approaching a stationary car



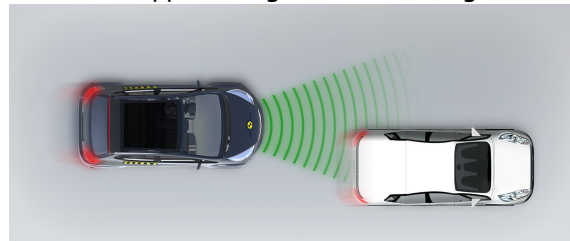
Approaching a stationary car



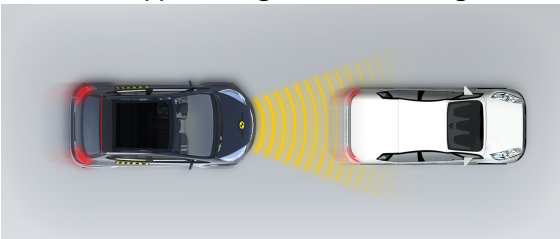
Approaching a stationary car



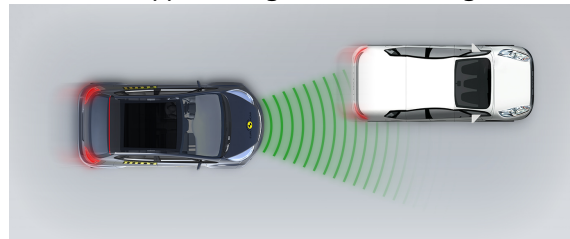
Approaching a slower moving car



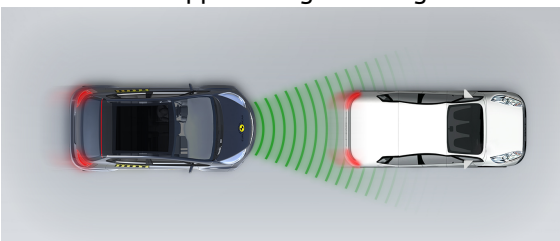
Approaching a slower moving car



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	3.0 litre diesel (170kW, 210kW)	45 TDI, 50 TDI*	4 x 4	✓	✓
5 door SUV	4.0 litre diesel	SQ7	4 x 4	✓	✓
5 door SUV	3.0 litre petrol	55 TFSI	4 x 4	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

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