



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	•	•	0
Side pelvis airbag	•	•	0
CHILD PROTECTION			
Isofix	_	0	•
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
- O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available Not applicable



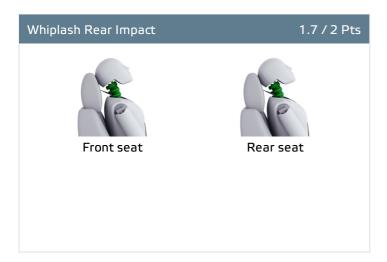


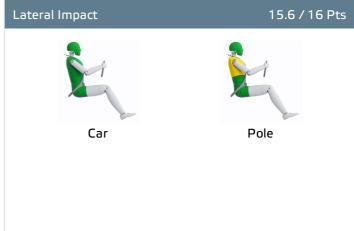
Total 35.3 Pts / 93%













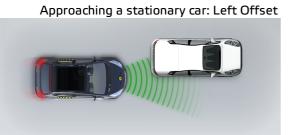


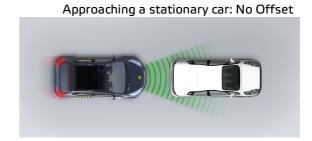
Total 35.3 Pts / 93%

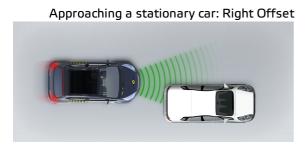


AEB City

4 / 4 Pts







/ersion 171219





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.



Total 43 Pts / 87%



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
Isofix	0	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12 / 12 Pts



i-Size CRS







BeSafe iZi Flex FIT i-Size (iSize)

ISOFIX CRS



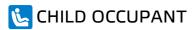
Britax Römer KidFix XP (ISOFIX)











Total 43 Pts / 87%

Universal Belted CRS











Total 43 Pts / 87%

		Seat Pos	ition	
	Front	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.





Total 34.5 Pts / 71%

GOOD	ADEQUATE	MARGINA	L WEAK	POOR	
Pedestrian				24.6 / 36 F	Pts
			Head Impact	16.9 Pts	
			Pelvis Impact	1.8 Pts	
			Leg Impact	5.9 Pts	

9.9 / 12 Pts
Audi pre sense
Auto-Brake with Forward Collision Warning
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.





Total 34.5 Pts / 71%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles

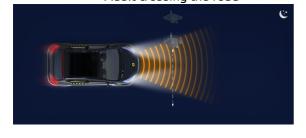


Adult along the roadside

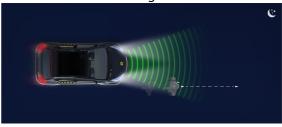


Night time

Adult crossing the road

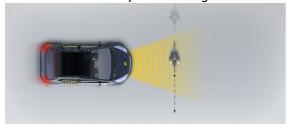


Adult along the roadside



AEB Cyclist

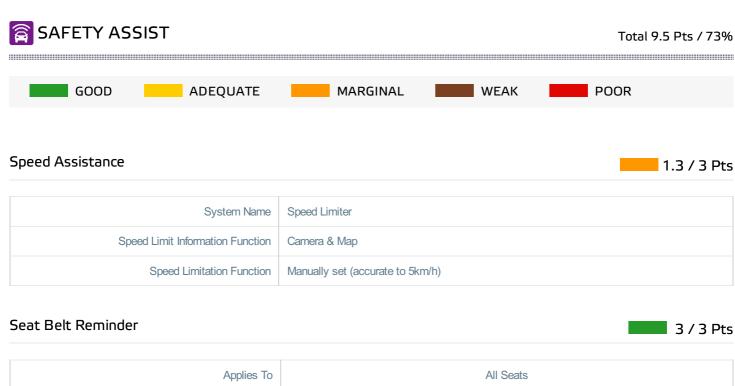
Cyclist crossing



Cyclist along the roadside







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

Pass Fail Not available

Lane Support 2.8 / 4 Pts

System Name	Active Lane Depature Warning
Туре	ELK + LKA (including LDW)
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE





Total 9.5 Pts / 73%

AEB Inter-Urban



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

Comments

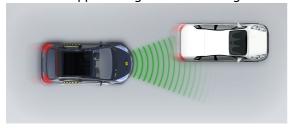
The Q8 has a seatbelt reminder system for all seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. The lane support system helps to avoid inadvertent drifting out of lane by warning the driver and applying a gentle steering correction. The system also intervenes 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



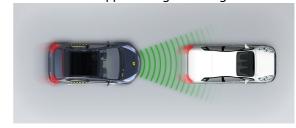
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

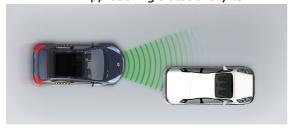




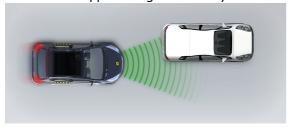
Total 9.5 Pts / 73%

Driver reacts to warning

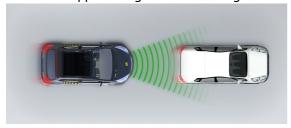
Approaching a stationary car



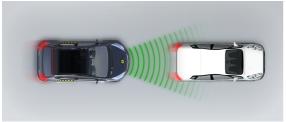
Approaching a stationary car



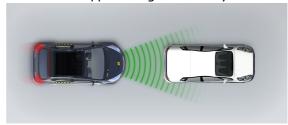
Approaching a slower moving car



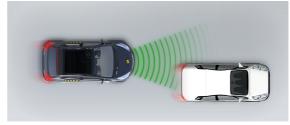
Approaching a braking car



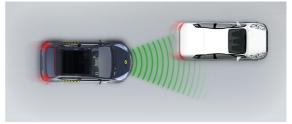
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving 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	\checkmark	✓
5 door SUV	V6 3.0 TDI 170 kW	45 TDI quattro tiptronic	4 x 4	\checkmark	✓

Annual Reviews and Facelifts

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

^{*} Tested variant