



Audi A6

RATING	SCORE	Front: 13	Side: 16	Seatbelt reminder: 2	Pole: 2
 ADULT OCCUPANT ★★★★★	33				
 CHILD OCCUPANT ★★★★★	39				
 PEDESTRIAN ★☆☆☆☆	3				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Fair BimboFix Type II, rearward facing
3 year old Child	Fair BimboFix Type II, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Audi A6 2.0 Tdi
Body type	saloon
Year of publication	2004
Kerb weight	1540
VIN from which rating applies	all new A6s

Comments

The A6's body is extremely strong and its stable passenger cell protected its adult occupants well. The car protected its child occupants but did little to keep pedestrians from harm.

Front impact

The body suffered minimal deformation and the driver's door could be opened normally after the impact. The dual-stage airbags and pre-tensioners together with the load limiters and the stable structure kept loads on the driver's chest and legs low.

Side impact

A very impressive protection system includes seat mounted thorax airbags and a head curtain airbag the latter also protecting those in the rear. Maximum points were achieved in this section.

Child occupant

There is a manual on/off switch for the passenger frontal airbag. Owners can also ask dealers to disconnect the airbag permanently. In either case, its "off" status is shown on the instrument binnacle and on the centre console.

Pedestrian

Pedestrian protection was extremely poor. Only two sites on the bonnet top offered any protection to adult and child heads. The bumper and bonnet leading edge were also very unfriendly towards pedestrians and other vulnerable road users.