



Audi Q7
Large Off-Road

2015



Adult Occupant



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 | ✘ | ✘ | — |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ○ |
| Side pelvis airbag | ✘ | ✘ | ✘ |
| CHILD PROTECTION | | | |
| Isofix | — | ○ | ● |
| Integrated CRS | — | ✘ | ○ |
| 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 | ○ | | |

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 option
 ○ Not fitted to the test vehicle but available as option ✘ Not Available — Not Applicable

ADULT OCCUPANT

Total 36.1 Pts / 94%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.9 Pts

Passenger Driver

Frontal Full Width 7.4 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.7 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 3

Performance: ■ Good

 ADULT OCCUPANT

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.

CHILD OCCUPANT

Total 43.4 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.4 Pts

18 months old child 11.4 Pts

Tested restraint (Fit):
Audi ISOFIX basis +

■ Adequate

36 months old child 12 Pts

Tested restraint (Fit):
Audi ISOFIX basis +

■ Good

Safety Features

8 Pts

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

● Fitted to test car as standard
 ○ 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**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

CHILD OCCUPANT

Total 43.4 Pts / 88%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOfix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 43.4 Pts / 88%

| | Seat Position | | | | | |
|--|---------------|---------|--------|-------|---------|-------|
| | Front | 2nd row | | | 3rd 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.

PEDESTRIAN PROTECTION

Total 25.4 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|-----------------------|---|-------------|----------|---------------|---------|------------|---------|
| Pedestrian Protection | 25.4 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;">18.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.2 Pts</td> </tr> </table> | Head Impact | 18.8 Pts | Pelvis Impact | 1.4 Pts | Leg Impact | 5.2 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.

SAFETY ASSIST

Total 9.9 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

| | |
|----------------------------------|--------------|
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set |

Electronic Stability Control

3 Pts

PERFORMANCE

Seat Belt Reminder

3 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

 SAFETY ASSIST

Total 9.9 Pts / 76%

AEB Interurban

2.6 Pts

| | |
|------------------------|--|
| System Name | Audi Pre Sense City |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 10 Km/h |
| Additional Information | Default On; Supplementary Warning; Seatbelt Activation |

PERFORMANCE | 

| | Autobrake Function Only | Driver reacts to warning |
|-----------------------------------|--|--|
| Operational Speed | 10-85 Km/h | 30-250 Km/h |
| 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.

RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|----------------|------------------|----------------|---|
| September 2015 | Rating Published | 2015 ★ ★ ★ ★ ★ | ✓ |
| September 2016 | Annual Review | 2015 | |