

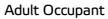


Audi A4 Large Family Car

2015











Child Occupant



Safety Assist

87%

Pedestrian







75%

SPECIFICATION

Tested Model	Audi A4 2.0 TDI S tronic, LHD
Body Type	- 4 door saloon
Year Of Publication	2015
Kerb Weight	1564kg
VIN From Which Rating Applies	- all A4s
Class	Large Family Car

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	•	•	0
Side pelvis airbag	×	×	×
CHILD PROTECTION			
Isofix		0	•
Integrated CRS		×	×

OTHER SYSTEMS	
Active Bonnet (Hood)	•
ESC	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	0

Airbag cut-off switch

Seat Belt Reminder

Note: Other equipment may			
Note: Lither equilibrent may	ne avallanie on the	Venicle nut was not	considered in the test vear

Fitted	to	the	vehicle	as	standard
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SAFETY ASSIST

 \bigcirc Fitted to the vehicle as option

O Not fitted to the test vehicle but available as option

X Not	t Ava	ilabl
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- Not Applicable





Passenger

Total 34.5 Pts / 90%

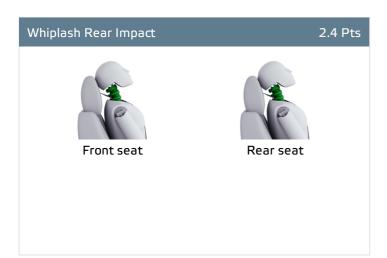
POOR

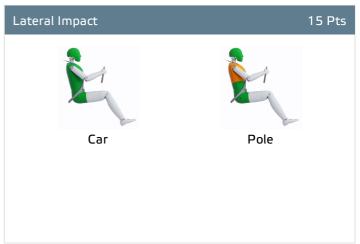


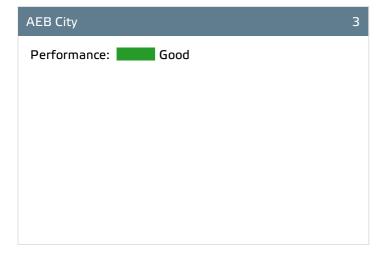
Driver



WEAK











Total 34.5 Pts / 90%

Comments

The passenger compartment remained stable in the frontal offset crash. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. Audi showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of the driver dummy was good for all body areas apart from the chest, which was adequately protected. Protection of the chest of the rear passenger dummy was marginal, and that of other body areas was good. In side barrier test, the A4 scored maximum points, with good protection of all critical parts of the body. However, in the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the chest. The seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good protection there too. The new A4 has an autonomous emergency braking system as standard. This operates from the low, city speeds at which many whiplash injuires are caused and showed good performance in Euro NCAP's tests.





Total 43 Pts / 87%



Crash Test Performance 24 Pts





Safety Features 7 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 Pts

Install without problem
Install with care
Safety critical problem
Installation not allowed

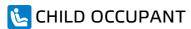
Infants up to 13 kg











Total 43 Pts / 87%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 43 Pts / 87%

	Seat Position			
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	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

Both child dummies were sat in rearward-facing restraints In the dynamic impact tests. The test results showed good protection for both the 1½ and 3 year dummies and the A4 scored maximum points for this part of the assessment. The passenger airbag can be disabled to allow a rearward-facing 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 of the restraint types for which the A4 is designed could be properly installed and accommodated in the car.





Total 27.4 Pts / 75%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 27.4 Pts



Head Impact	16.6 Pts
Pelvis Impact	5.5 Pts
Leg Impact	5.3 Pts

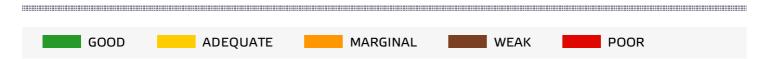
Comments

The Audi A4 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and the system triggers actuators which lift the bonnet, creating more space between the surface and the hard structures in the engine compartment. Audi showed that the system worked robustly for many pedestrian statures and across a broad speed range, so the system was tested in the deployed position. Good or adequate results were recorded on almost every test location. The protection provided to the leg by the bumper, and that provided to the pelvis, ranged from marginal to good. The A4's standard-fit autonomous emergency braking system recognises pedestrians as well as other cars. Euro NCAP will start to assess the performance of such functionality in 2016 so the system cannot be rewarded here.





Total 9.9 Pts / 75%



Speed Assistance 1.3 Pts

System Name	Speedlimiter (MSA)
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	8.900001%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	2.6%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.45 m	meets ECE requirements

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass

Fail

— Not available





Total 9.9 Pts / 75%

AEB Interurban 2.5 Pts

System Name	Audi Pre Sense City			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	10 Km/h			
Additional Information	Default On; Supplementary Warning			
PERFORMANCE PE				
	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 40km/h. Crash speed reduced up to 80km/h.		
Approaching a slower moving car	Crash avoided 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	Avoidance	Avoidance		

Comments

Electronic stability control is standard, together with a seatbelt reminder for the front and rear seats. The standard-fit autonomous emergency braking system operates at highways speeds and performed well in Euro NCAP's tests. A driver-set speed limiter is standard equipment while a speed limit information function is an option that did not qualify for assessment as it is not expected to be sold in sufficient numbers. Likewise, a lane departure warning system is available as an option but is not expected to be fitted in sufficient numbers to qualify for assessment.



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2015	Rating Published	2015 ★ ★ ★ ★	✓