



**Audi A4/A5**  
Large Family Car

2015



Adult Occupant



89%

Child Occupant



87%

Pedestrian



75%

Safety Assist



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, A5 Coupes and A5 Sportbacks
Class	Large Family Car

### General comments

The Audi A4 and the A5 are based on the same platform and share much of the structure that is relevant to safety. As the A5 Coupé has two side door instead of four, additional tests have been performed to confirm that the 2015 rating given to the A4 is valid also for the A5 Coupé and the A5 Sportback. However, the rating does not apply to the A5 Cabriolet as its mass is too much more than that of the A4 on which the original tests were done.

## 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 34.0 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.1 Pts

Passenger                      Driver

**Frontal Full Width** 7 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.4 Pts

Front seat                      Rear seat

**Lateral Impact** 14.5 Pts

Car                      Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 34.0 Pts / 89%

## 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. When the pole test was repeated on the A5 Coupé, the driver's door opened and the score for adult occupant protection has been penalised to reflect this behaviour. 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 injuries are caused and showed good performance in Euro NCAP's tests.

**CHILD OCCUPANT**

Total 43 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

24 Pts

18 months old child 12 Pts



**Tested restraint (Fit):**  
Audi ISOFIX basis + Kindersitz G1

■ Good

36 months old child 12 Pts



**Tested restraint (Fit):**  
Audi ISOFIX basis + Kindersitz G1

■ Good

**Safety Features**

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
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 Pts / 87%

■ **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 Pts / 87%

	Seat Position			
	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.

PEDESTRIAN PROTECTION

Total 27.4 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	27.4 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;">16.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.3 Pts</td> </tr> </table>	Head Impact	16.6 Pts	Pelvis Impact	5.5 Pts	Leg Impact	5.3 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.



SAFETY ASSIST

Total 9.9 Pts / 75%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

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		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

 SAFETY ASSIST

Total 9.9 Pts / 75%

## AEB Interurban

2.5 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

PERFORMANCE | 

	Autobrake Function Only	Driver reacts to warning
Operational Speed	30-85 Km/h	10-250 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 2016	Rating Published	2015 	
November 2016	Annual Review	2015	