



2019





Adult Occupant



92%





86%

Vulnerable Road Users



71%



Safety Assist

72%

SPECIFICATION

| Tested Model | Audi Q7 50 TDI quattro S line, LHD |
|-------------------------------|------------------------------------|
| Body Type | - 5 door SUV |
| Year Of Publication | 2019 |
| Kerb Weight | 2165kg |
| VIN From Which Rating Applies | - all Q7s |
| Class | Large Off-Road |

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 |



SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| 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 |
|---------------------------------------|--|
| I FILLED LO LITE VETILLE AS SLATIDATO | I I FILLED LO LITE VEHICLE AS DATE OF LITE SAFELY DACK |

O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



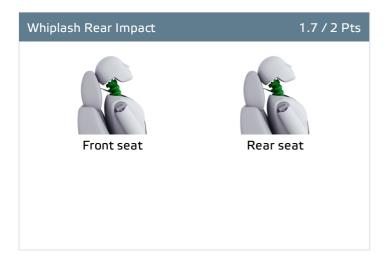


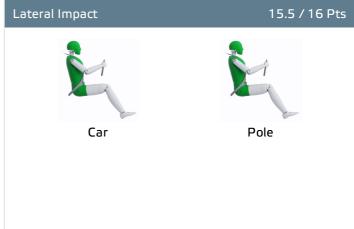
Total 35.2 Pts / 92%













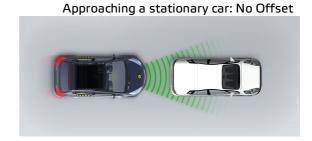


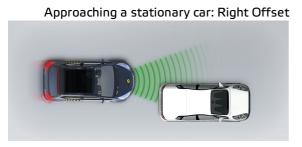
Total 35.2 Pts / 92%



AEB City 4.0 / 4 Pts











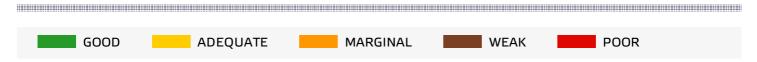
Total 35.2 Pts / 92%

Comments

The passenger compartment of the Q7 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 Q7 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 42.5 Pts / 86%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Takata Youngster* Restraint for 10 year old child: *Booster Cushion*

Safety Features 7.0 / 13 Pts

| | Front Passenger | 2nd row outboard | 2nd row center | 3rd row outboard * |
|----------------|--------------------|---------------------|-------------------|-----------------------|
| Isofix | 0 | • | • | • |
| i-Size | × | • | | × |
| Integrated CRS | × | × | × | × |

* Third row seats available as option

Fitted to test car as standard Not on test car but available as option Not available



CRS Installation Check 11.5 / 12 Pts



i-Size CRS







BeSafe iZi Flex FIT i-Size (iSize)

ISOFIX CRS



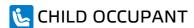






Britax Römer KidFix XP (ISOFIX)





Total 42.5 Pts / 86%

Universal Belted CRS











Total 42.5 Pts / 86%

| | Seat Position | | | | | |
|---|---------------|------|---------|-------|---------|-------|
| | Front | | 2nd row | | 3rd row | |
| | PASSENGER | LEFT | CENTER | RIGHT | LEFT | 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 iZ 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

— Not available

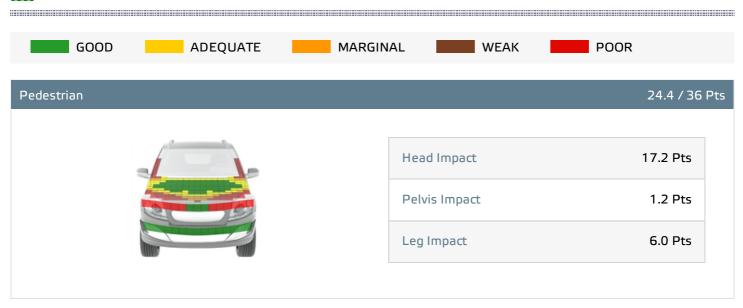
Comments

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 Q7 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. Audi's information indicates that the second-row centre seat and the optional third row seats are not suitable for certain universal child restraints. With these exceptions, all installation checks were passed.





Total 34.3 Pts / 71%



| 9.9 / 12 Pts |
|---|
| Audi pre sense |
| Auto-Brake with Forward Collision Warning |
| 10 km/h |
| |

Comments

The Q7 has an 'active', deployable bonnet. Sensors in the bumper detect that a pedestrian has been struck and actuators lift the bonnet to provide greater clearance between the surface and the hard structures in the engine compartment. Audi showed that the system worked reliably for various pedestrian statures and across a range of speeds. Accordingly, the vehicle was tested with the bonnet in the raised 'deployed' position. Test results indicated good or adequate protection over most of the bonnet surface. The bumper provided good 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 34.3 Pts / 71%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles

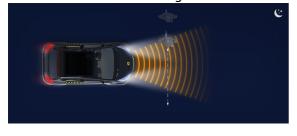


Adult along the roadside



Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

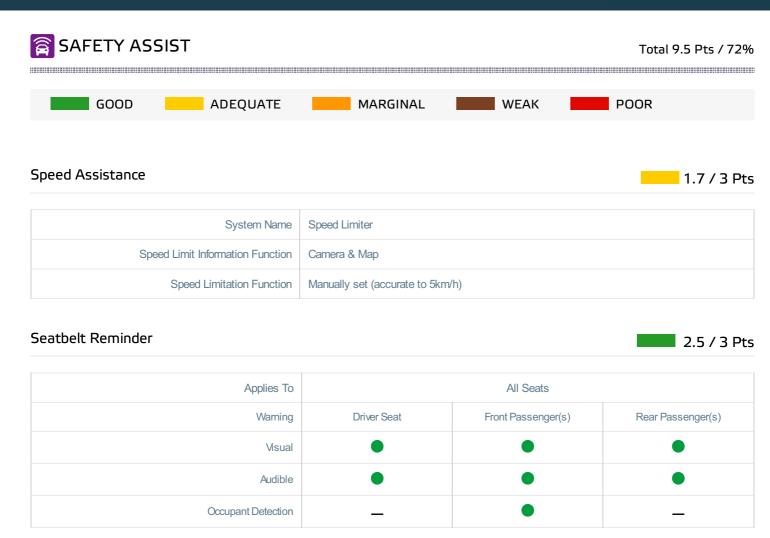
Cyclist crossing



Cyclist along the roadside







| Lane Support | | | 2.8 / 4 Pts |
|--------------|-------------|------------------------------|-------------|
| | | | |
| | System Name | Active Lane Depature Warning | |

Not available

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

Pass

Fail





Total 9.5 Pts / 72%

AEB Inter-Urban

2.5 / 3 Pts

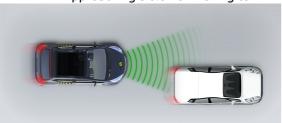
| System Name Audi Pre Sense | |
|----------------------------|--|
| Туре | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 10 km/h |
| Additional Information | Supplementary warning |

Comments

The Q7 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. Speed assistance is provided by a camera and digital map-based system which identifies the local speed limit and presents this information to the driver, who can then manually set the limiter as appropriate.

Autobrake function only

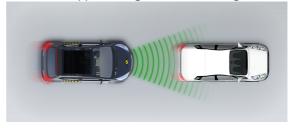
Approaching a slower moving car



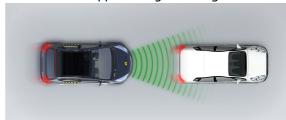
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

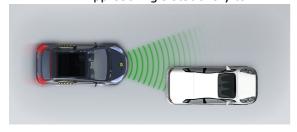




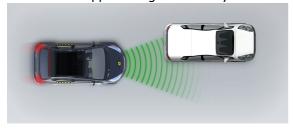
Total 9.5 Pts / 72%

Driver reacts to warning

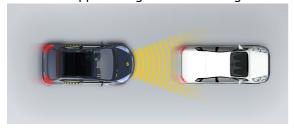
Approaching a stationary car



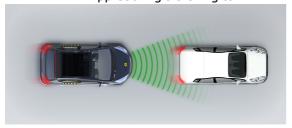
Approaching a stationary car



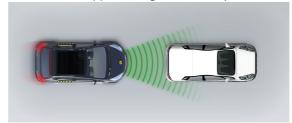
Approaching a slower moving car



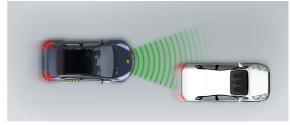
Approaching a braking car



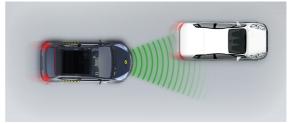
Approaching a stationary car



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 | 3.0 litre diesel (170kW, 210kW) | 45 TDI, 50 TDI* | 4 x 4 | \checkmark | ✓ |
| 5 door SUV | 4.0 litre diesel (discontinued October 2020) | SQ7 | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 3.0 litre petrol | 55 TFSI | 4 x 4 | ✓ | ✓ |

^{*} Tested variant

Annual Reviews and Facelifts

| Date Event | | Outcome | | |
|---------------|------------------|--------------|---|--|
| December 2019 | Rating Published | 2019 🗙 🖈 🛧 ★ | ✓ | |