



Audi Q5
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



93%

Child Occupant



86%

Pedestrian



73%

Safety Assist



58%

SPECIFICATION

| | |
|-------------------------------|--|
| Tested Model | Audi Q5 2.0 TDI S tronic (140 kW), LHD |
| Body Type | - 5 door SUV |
| Year Of Publication | 2017 |
| Kerb Weight | 1805kg |
| VIN From Which Rating Applies | - all Q5s of the specification tested |
| 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 | ● | ● | ○ |
| Side pelvis airbag | ● | ● | ○ |

Version 020321

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ○ | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ● |
| AEB Pedestrian | ● |
| 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
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

ADULT OCCUPANT


Total 35.7 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.7 Pts



Passenger



Driver

Frontal Full Width 7.8 Pts




Rear Passenger




Driver

Whiplash Rear Impact 2.4 Pts




Front seat




Rear seat

Lateral Impact 14.7 Pts



Car



Pole

AEB City 3.0

Performance: ■ Good

 ADULT OCCUPANT

Total 35.7 Pts / 93%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 35.7 Pts / 93%

Comments

The passenger compartment of the Q5 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both 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. All critical body regions of the passenger dummy were well protected. In the full-width rigid barrier test, protection of all body regions was good, with the exception of the chest of both dummies and the neck of the rear passenger dummy, protection of which was adequate. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Q5 has, as standard equipment in Europe, Audi PreSense City, an autonomous emergency braking system. In tests at low speeds, typical of city driving, where many whiplash injuries are caused, the system performed well, avoiding collision with the target at all but the highest test speed.

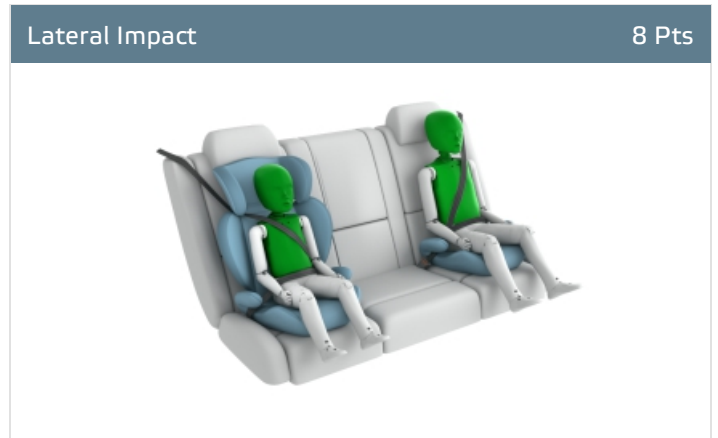
CHILD OCCUPANT

Total 42.3 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.3 Pts



Restraint for 6 year old child: *Takata Youngster Plus*
 Restraint for 10 year old child: *Safety 1st Manga*

Safety Features

7.0 Pts

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

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 42.3 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.3 Pts / 86%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | — | ● | — | ● |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize) | — | ● | — | ● |
| BeSafe iZi Kid X2 i-Size (iSize) | — | ● | — | ● |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX) | — | ● | — | ● |
| BeSafe iZi 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 the frontal offset test, protection of the 6 year dummy was good for all critical body regions. Protection of the neck of the 10 year dummy was marginal but that of other body areas was good. In the side barrier test, protection of all critical body areas was good for both dummies, and maximum points were scored. 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. All of the restraint types for which the Q5 is designed could be properly installed and accommodated in the vehicle.

PEDESTRIAN

Total 31.0 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| Pedestrian | 25.2 Pts | | | | | | |
|---------------|---|-------------|----------|---------------|---------|------------|---------|
| | <table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">17.6 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">2.6 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">5.0 Pts</td> </tr> </table> | Head Impact | 17.6 Pts | Pelvis Impact | 2.6 Pts | Leg Impact | 5.0 Pts |
| Head Impact | 17.6 Pts | | | | | | |
| Pelvis Impact | 2.6 Pts | | | | | | |
| Leg Impact | 5.0 Pts | | | | | | |

| AEB Pedestrian | | 5.9 Pts |
|------------------------|---|---------|
| System Name | Audi PreSense City | |
| Type | Auto-Brake with Forward Collision Warning | |
| Operational From | 10 km/h | |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light | |

| PERFORMANCE | | |
|---|---------------------------------|--------------------------------|
| | Autobrake Function | |
| | Avoidance | Mitigation |
| Running Adult crossing from Farside | Collision avoided up to 60 km/h | |
| Walking Adult crossing from Nearside -25% | Collision avoided up to 40 km/h | Impact mitigated up to 60 km/h |
| Walking Adult crossing from Nearside -75% | Collision avoided up to 50 km/h | Impact mitigated up to 60 km/h |
| Running Child from behind parked vehicles | Collision avoided up to 40 km/h | Impact mitigated up to 55 km/h |

Comments

The Q5 has an 'active' bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance between its top surface and hard structures in the engine bay. Audi showed that the system worked robustly for several pedestrian statures and over a wide range of speeds and, accordingly, the vehicle was tested with the bonnet in the raised position. Test results of the protection offered to the head of a struck pedestrian were almost all good or adequate. The protection provided by the bumper to pedestrians' legs was predominantly marginal or adequate. Protection of the pelvis was mixed, with areas of good and poor performance. Audi PreSense City is capable of pedestrian detection. In tests of this functionality, the system performed well, impact with the target being avoided in the great majority of cases.

 SAFETY ASSIST

Total 7.0 Pts / 58%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.5 Pts

| | |
|----------------------------------|---------------------------------------|
| System Name | Speed Limiter |
| Speed Limit Information Function | N/A |
| Warning Function | Active braking (no warning necessary) |
| Speed Limitation Function | Manually set (accurate to 5km/h) |

Seatbelt Reminder

3.0 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

 SAFETY ASSIST

Total 7.0 Pts / 58%

AEB Inter-Urban

2.5 Pts

| | |
|------------------------|---|
| System Name | Audi PreSense 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 | 10-85 km/h | 30-250 km/h |
| Approaching a stationary car | See AEB City | Crash avoided up to 50km/h. Crash speed reduced up to 80km/h. |
| Approaching a slower moving car | Crash avoided up to 70km/h. | Crash avoided up to 75km/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 Q5 has a seatbelt reminder system for the front and rear seats. Audi PreSense City is also standard and tests of its performance at highway speeds demonstrated good performance, impact being avoided or mitigated over the entire range of test speeds. A driver-set speed limiter is fitted as standard equipment. A lane support system is available as an option but was not included in this assessment.

RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|------------------|--|
| March 2017 | Rating Published | 2017 ★ ★ ★ ★ ★  |
| April 2018 | Annual Review | 2017 |
| March 2019 | Annual Review | 2017 |
| March 2020 | Annual Review | 2017 |
| November 2020 | Facelift Review | 2017 |