



## Audi A3

Standard Safety Equipment

2020



### Adult Occupant



89%

### Child Occupant



81%

### Vulnerable Road Users



68%

### Safety Assist



73%

## SPECIFICATION

Tested Model	Audi A3 35 TFSI, LHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	1500kg
VIN From Which Rating Applies	- WAUZZZGYMA058053
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○
Centre Airbag	●	●	✗

Version 011221

## SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 34.1 Pts / 89%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Frontal Impact

12.5 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

## Lateral Impact

16.0 / 16 Pts



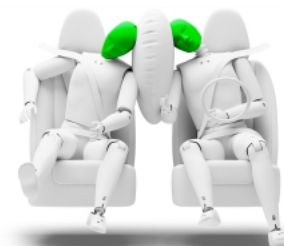
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

## Rear Impact

3.5 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 34.1 Pts / 89%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

## Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

## Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as marginal, based on dummy measurements of compression. Dummy measurements 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. Analysis of the barrier into which the A3 crashed showed some localised areas of high deformation, and its score was penalised for the risk it presented to the opposing vehicle. In the full-width, rigid wall test, protection was good or adequate for all critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good. Similarly, in the more severe side pole impact, protection was good all-round. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. From VIN number WAUZZZGYMA058053, the A3 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Cars before this VIN do not have the centre airbag and the rating shown here does not apply. 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 A3 is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

 CHILD OCCUPANT

Total 39.7 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 &amp; 10 year old children

20.7 / 24 Pts

Frontal Impact

12.7 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Römer Kidfix² R*Restraint for 10 year old child: *Römer Kidfix XP Booster*

Safety Features

7.0 / 13 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

12.0 / 12 Pts

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

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





CHILD OCCUPANT

Total 39.7 Pts / 81%

■ 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 39.7 Pts / 81%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (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 neck and chest of the 10-year dummy was rated as marginal, based on readings of neck tension and chest deceleration. In the side barrier test, protection of all critical body regions was good and the A3 scored maximum points for 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. All of the restraints for which the A3 is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 36.8 Pts / 68%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

24.8 / 36 Pts



Head Impact	13.7 Pts
Pelvis Impact	5.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

12.0 / 18 Pts


System Name	Pre-Sense
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



## VULNERABLE ROAD USERS

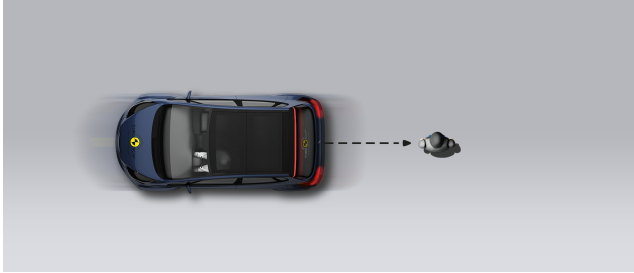
Total 36.8 Pts / 68%

## AEB Pedestrian

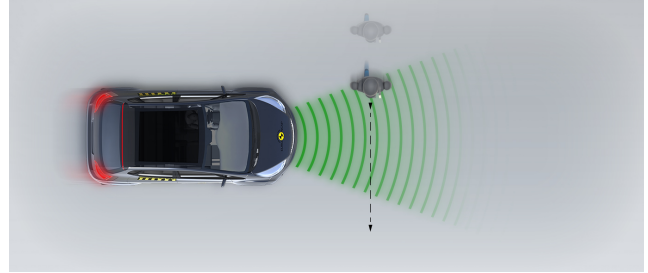
 5.6 / 9 Pts

■ Day time

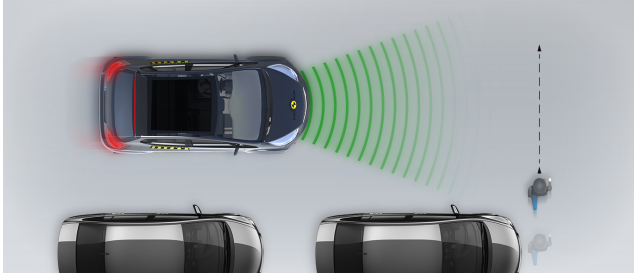
Vehicle reversing into standing pedestrian



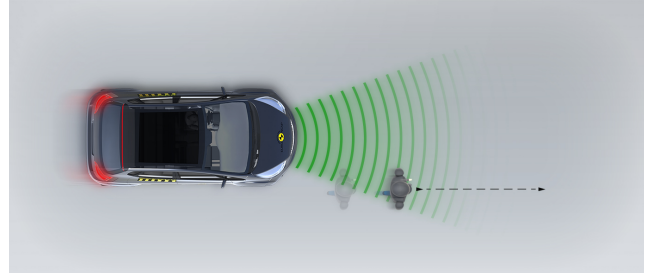
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

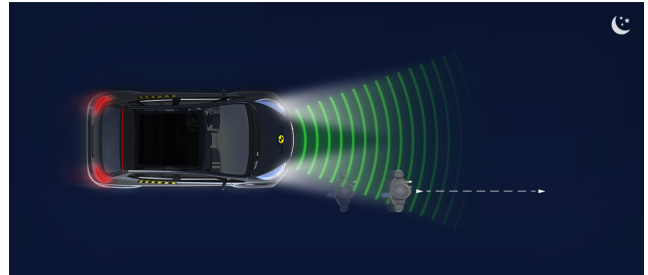


■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 36.8 Pts / 68%

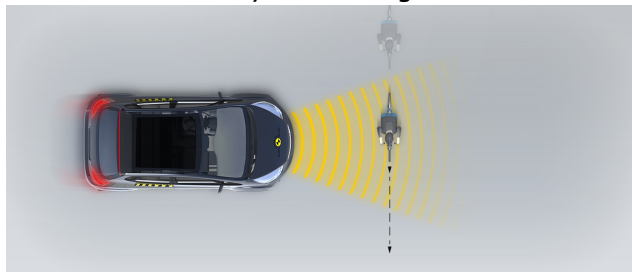
## AEB Cyclist

6.4 / 9 Pts

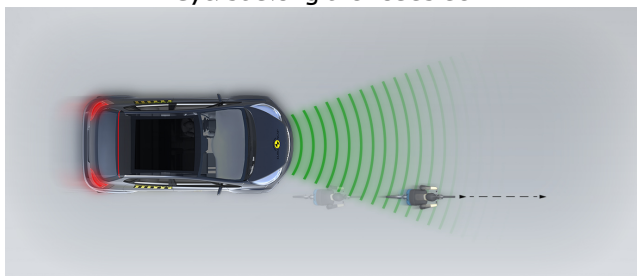
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## Comments

The bonnet surface provided predominantly good or adequate protection to the head of a struck pedestrian, with weak and poor results recorded elsewhere. The bumper provided good protection to pedestrians' legs and protection of the pelvis was good at most test positions. The A3's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to such road users was adequate, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.



## SAFETY ASSIST

Total 11.8 Pts / 73%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

## Speed Assistance


 1.3 / 3 Pts









System Name	Speed Limiter
Speed Limitation Function	Manually set (accurate to 5km/h)




## Occupant Status Monitoring

 3.0 / 3 Pts

## &gt; Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

## &gt; Driver Monitoring

 1.0 / 1 Pts

System Name	Rest Recommendation
Type	Steering Input
Operational From	30 km/h



SAFETY ASSIST

Total 11.8 Pts / 73%



Lane Support 2.5 / 4 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	<span></span> ADEQUATE
Lane Keep Assist	<span></span> GOOD
Human Machine Interface	<span></span> GOOD

AEB Car-to-Car 5.1 / 6 Pts

System Name	Pre-Sense
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

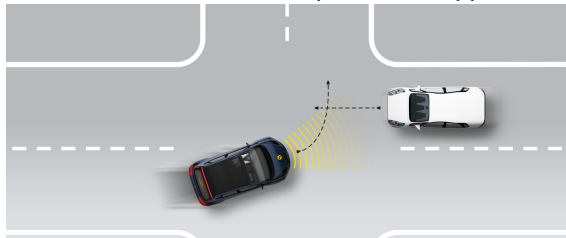


## SAFETY ASSIST

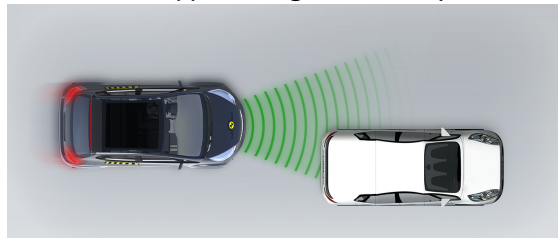
Total 11.8 Pts / 73%

## ■ Autobrake function only

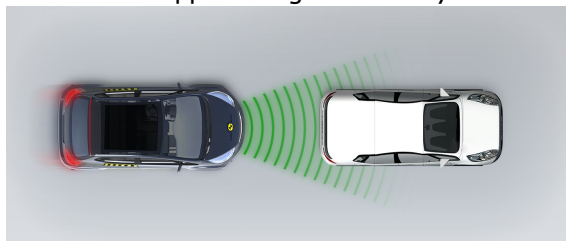
Test car turns across the path of an approaching car



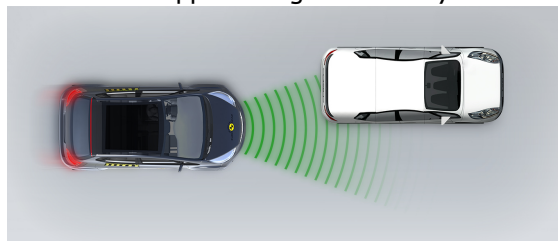
Approaching a stationary car



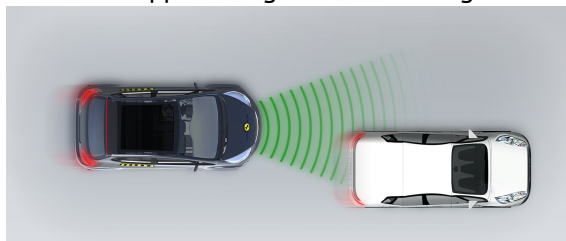
Approaching a stationary car



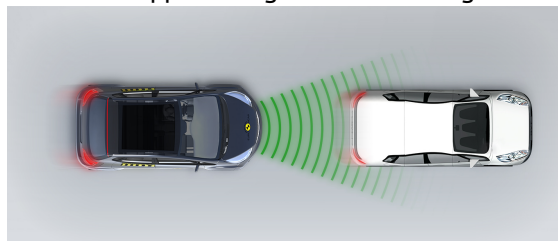
Approaching a stationary car



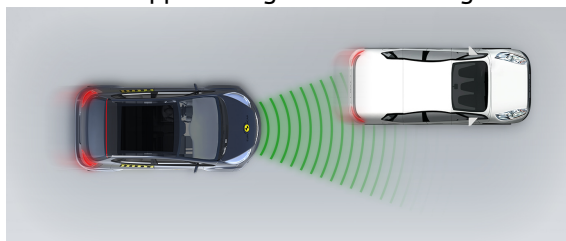
Approaching a slower moving car



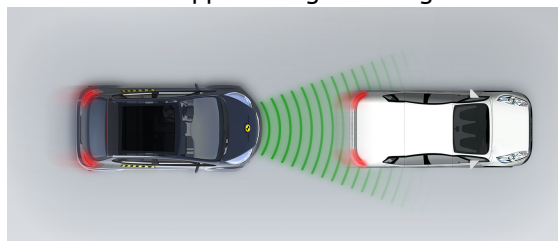
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



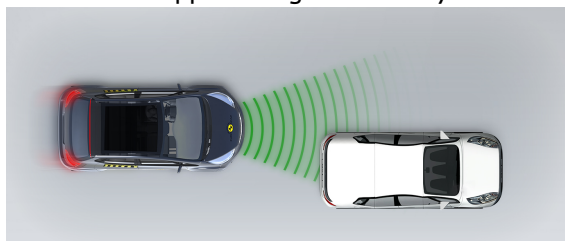


## SAFETY ASSIST

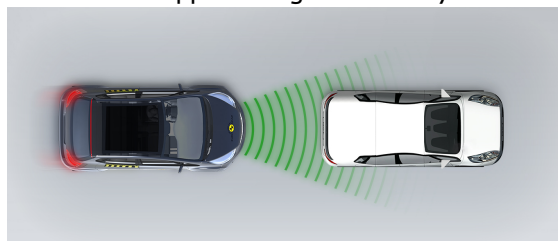
Total 11.8 Pts / 73%

## ■ Driver reacts to warning

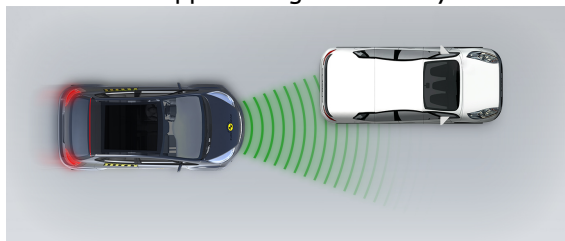
Approaching a stationary car



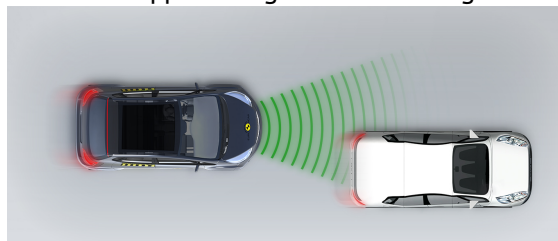
Approaching a stationary car



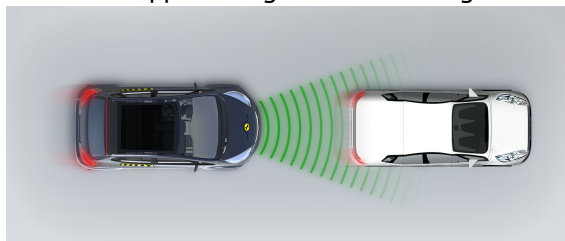
Approaching a stationary car



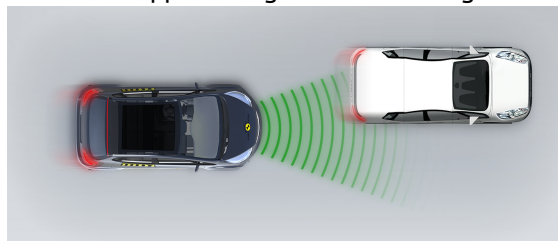
Approaching a slower moving car



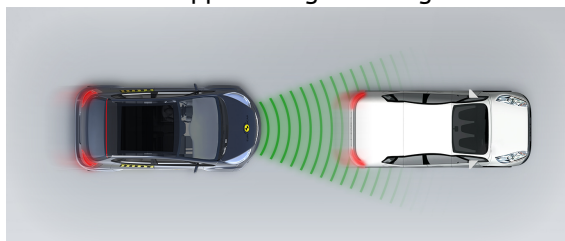
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 11.8 Pts / 73%

## Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. As well as a seatbelt reminder for front and rear seats, the A3 has a driver monitoring system which uses steering inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. A driver-set speed limiter is fitted as standard and is the speed assistance system rated here. A more advanced system is available as an option which identifies local speed limits and can be set to automatically limit the vehicle's speed accordingly.

## RATING VALIDITY

## Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.0 TFSI, petrol	A3 30 TFSI	4 x 2	✓	✓
5 door hatchback	1.5 TFSI, petrol*	A3 35 TFSI	4 x 2	✓	✓
5 door hatchback	2.0 TDI, diesel	A3 30 TDI	4 x 2	✓	✓
5 door hatchback	2.0 TDI, diesel	A3 35 TDI	4 x 2	✓	✓
5 door hatchback	1.5 TFSIe, petrol, PHEV	A3 40 TFSIe	4 x 2	-	-
5 door hatchback	1.5 TGI	A3 30 gtron	4 x 2	✓	✓
4 door saloon	1.0 TFSI, petrol	A3 30 TFSI	4 x 2	✓	✓
4 door saloon	1.5 TFSI, petrol	A3 35 TFSI	4 x 2	✓	✓
4 door saloon	2.0 TDI, diesel	A3 30 TDI	4 x 2	✓	✓
4 door saloon	2.0 TDI, diesel	A3 35 TDI	4 x 2	✓	✓

\* Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome	
December 2020	Rating Published	2020 ★★★★★	✓
December 2021	Annual Review	2020 ★★★★★	✓