



Audi TT
Roadster Sport

2015



Adult Occupant



81%

Child Occupant



68%

Pedestrian



82%

Safety Assist



64%

SPECIFICATION

Tested Model	Audi TT 2.0TFSI 'Sport', FWD, RHD
Body Type	- 3 door hatchback
Year Of Publication	2015
Kerb Weight	1230kg
VIN From Which Rating Applies	- all TT's of the specification tested
Class	Roadster sports

Rating Expired

ADVANCED REWARDS

- 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	●	●	✘
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 31.2 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.9 Pts

Passenger Driver

Frontal Full Width 7.1 Pts

Rear Passenger Driver

Whiplash Rear Impact 1.2 Pts

Front seat Rear seat

Lateral Impact 16.0 Pts

Car Pole

AEB City 0.0

Performance:



ADULT OCCUPANT

Total 31.2 Pts / 81%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 31.2 Pts / 81%

Comments

The passenger compartment of the TT remained stable in the offset deformable barrier impact. 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 frontal impact (new for 2015), protection for the small female in the driver's seat was good for all body areas except the chest, protection of which was adequate. Audi showed that a very similar level of protection would be provided for the same size of occupant in the front passenger seat. Although Audi does not recommend the use of the rear seats for persons taller than 1.45m for safety reasons, Euro NCAP used the 1.50m small female dummy in the rear, passenger-side seat, in keeping with its protocols. The test car, sourced in the UK, was equipped with rear seatbelt pre-tensioners, although this is not standard equipment everywhere in Europe. In the test, the head of the dummy contacted the rear of the front passenger seat, but injury values were low and protection was rated as good. Protection of the neck was adequate while measurements of chest compression indicated a marginal level of protection for this part of the body. In the side barrier test, the TT scored maximum points, with good protection of all parts of the body. Even in the more severe side pole impact, the TT provided good protection to all parts of the dummy and scored full points. Euro NCAP tested the variant that is currently available in the UK, fitted with non-standard alcantara seats. Those front seats provided good protection against whiplash injury in the event of a rear-end collision but a geometric assessment of the rear seats indicated poor whiplash protection. The TT does not have a low-speed autonomous braking system.

CHILD OCCUPANT


Total 33.6 Pts / 68%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

22.9 Pts


18 months old child 10.9 Pts



Tested restraint (Fit):
Audi G1 with ISOfix base

■ Adequate

36 months old child 12 Pts



Tested restraint (Fit):
Audi G1 with ISOfix base

■ Good

Safety Features

5.0 Pts

	Front Passenger	2nd row outboard
ISOfix	✗	●
i-Size	✗	✗
Integrated CRS	✗	✗

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

CRS Installation Check

5.7 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 33.6 Pts / 68%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ Toddlers from 9 to 18 kg

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 33.6 Pts / 68%

	Seat Position		
	Front	2nd row	
	PASSENGER	LEFT	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●
Britax Römer King Plus (Belt)	●	●	●
Britax Römer Duo Plus (ISOFIX)	✘	●	●
Britax Römer KidFix (Belt)	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	●
Britax Römer KidFix (ISOFIX)	✘	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

There is not sufficient space in the rear seats to use Audi's recommended child restraints when the front seats are in the positions needed to assess adult occupant protection. Separate tests were conducted, with the front seats moved forward, to establish the protection provided to children. Based on those dynamic tests results, the TT scored maximum points for its protection of the 3 year dummy. Both dummies were seated in rearward-facing restraints and, in the side impact, both were properly contained within the protective shells of the restraints, minimising the risk of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. The rear seats cannot accommodate several categories of child restraint as the upright seating position does not allow for a stable installation.

PEDESTRIAN

Total 29.7 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	29.7 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;">17.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	17.7 Pts	Pelvis Impact	6.0 Pts	Leg Impact	6.0 Pts
Head Impact	17.7 Pts						
Pelvis Impact	6.0 Pts						
Leg Impact	6.0 Pts						

Comments

The TT has an 'active' bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet, creating more space between the bonnet surface and the hard structures underneath. Audi showed that the system worked for a broad range of speeds and for many pedestrian statures so the car was tested with the bonnet in the deployed (raised) position. The protection provided to the head of a struck pedestrian was almost entirely good or adequate, with some marginal and poor results recorded on the bonnet edges and the stiff windscreen pillars. The protection provided to pedestrian's legs by the bumper was good in all areas tested, as was that provided by the front edge of the bonnet, both of these areas scoring maximum points in Euro NCAP's tests.

SAFETY ASSIST

Total 8.3 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	ESC	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.4%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.6%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.62 m	meets ECE requirements

Seatbelt Reminder

3.0 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

1.0 Pts

System Name	Audi active lane assist
Type	Lane keep assist
Operational From	65 km/h
Warning	Visual
PERFORMANCE	
LDW Confirmation Test	Pass

AEB Inter-Urban

0 Pts

Version 050122



SAFETY ASSIST

Total 8.3 Pts / 64%

Comments

The TT has electronic stability control as standard equipment, together with a seatbelt reminder system for the front and rear seats. A driver-set speed limitation device is an option but is expected to be fitted to most vehicles sold so it was included in the assessment and met Euro NCAP's requirements for systems of this type. A lane departure warning system is also an option that was tested and fulfilled the requirements. An autonomous emergency braking system is not currently available on the TT.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
February 2015	Rating Published	2015 ★ ★ ★ ★ ☆ 
February 2016	Annual Review	2015 ★ ★ ★ ★ ☆ 
February 2017	Annual Review	2015 ★ ★ ★ ★ ☆ 
April 2018	Facelift Review	2015 ★ ★ ★ ★ ☆ 
February 2019	Annual Review	2015 ★ ★ ★ ★ ☆ 
February 2020	Annual Review	2015 ★ ★ ★ ★ ☆ 
January 2022	Rating Expired	2015 ★ ★ ★ ★ ☆ 