



2015









94%



Child Occupant

88%

Pedestrian



70%



Safety Assist

76%

SPECIFICATION

Tested Model	Audi Q7 3.0 TDI quattro, LHD
Body Type	- 5 door SUV
Year Of Publication	2015
Kerb Weight	1995kg
VIN From Which Rating Applies	- applies to all 5 and 7 seat Q7's of the specification tested
Class	Large Off-Road



Rating Expired



ADVANCED REWARDS

- 2012 Audi Pre-Sense Basic
- 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	•	•	0
	Side pelvis airbag	×	×	×
CHILD PROTECTION				
	Isofix	_	0	
	Integrated CRS	_	×	0
	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	0

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
- O Not fitted to the test vehicle but available as option Not Available Not Applicable





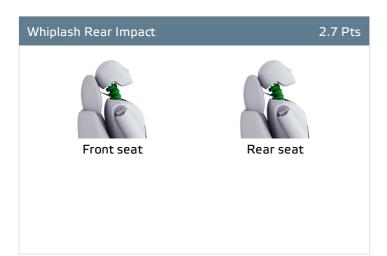
Total 36.1 Pts / 94%

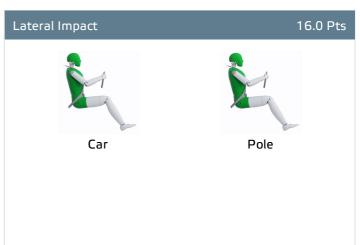
POOR

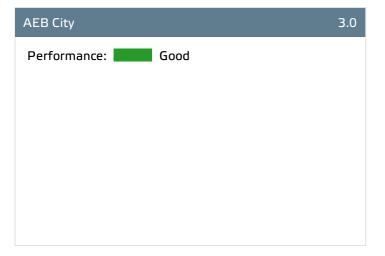




WEAK















Total 36.1 Pts / 94%

Comments

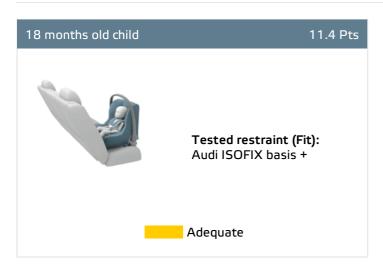
The passenger compartment of the Q7 remained stable in the frontal impact. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Audi demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. Measurements of chest compression in the driver dummy indicated a marginal level of protection for this part of the body. In the full width rigid barrier test, all critical body areas except the chest were well protected. Chest protection for the rear passenger dummy was adequate and that of the driver dummy was again marginal. In both the side barrier impact and the more severe side pole test, protection of all critical body regions was good and maximum points were scored. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision, and a geometric assessment of the rear seats indicated good whiplash protection here too. An autonomous emergency braking system is fitted as standard on the Q7 and operates from the low speeds, typical of city driving, at which many whiplash injuries are caused. Its performance in Euro NCAP's tests was good.

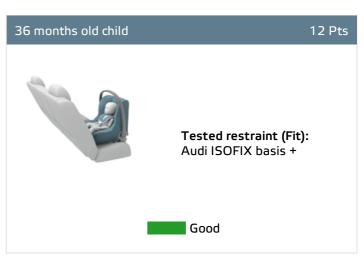


Total 43.4 Pts / 88%



Crash Test Performance 23.4 Pts





Safety Features 8.0 Pts

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

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

CRS Installation Check 12.0 Pts

- Install without problem
 Install with care
 Safety critical problem
 Installation not allowed
- Infants up to 13 kg









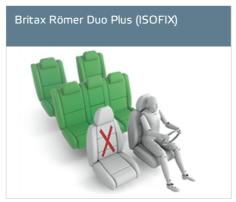
Total 43.4 Pts / 88%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 43.4 Pts / 88%

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

In the full scale impact tests, both the 1½ year dummy and the 3 year dummy were sat in rearward-facing restraints. The Q7 scored maximum points for its protection of the 3 year dummy in the tests. Protection of the 1½ year dummy was good except for the chest, which experienced marginally elevated decelerations. 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 and the system was rewarded. All of the restraints for which the Q7 is designed could be properly installed and accommodated in the vehicle. The Q7 can be bought as a seven seater or a five seater. The optional third row seats have, as standard, integrated child restraints with ISOFIX anchorages. The seven seat vehicle would have scored additional points for child occupant protection and the five star overall rating applies also to that version.





Total 25.4 Pts / 70%



Pedestrian

Head Impact

Pelvis Impact

18.8 Pts

Leg Impact

5.2 Pts

Comments

The Q7 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance between the surface and the hard structures in the engine bay. Audi showed that the system triggered robustly over a range of speeds and for different pedestrian statures, so the car was tested with the bonnet in the raised position. Good results were recorded in almost all areas tested. The bumper had some areas offering good protection to pedestrians' legs but also some adequate and marginal results were recorded. Protection of the pelvic region of a struck pedestrian was predominantly poor.





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

Electronic Stability Control 3 Pts

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 0 Pts





Total 9.9 Pts / 76%

AEB Inter-Urban 2.6 Pts

System Name	Audi Pre Sense City			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	10 km/h			
Additional Information	Default On; Supplementary	Warning; Seatbelt Activation		
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 45km/h. Crash speed reduced up to 80km/h.		
Approaching a slower moving car	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.		
FOI	LLOWING 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 Q7 is equipped, as standard, with electronic stability control, a seatbelt reminder system for the front and rear seats, autonomous emergency braking and a speed assistance system. As well as operating at low, city speeds, the autonomous braking system also works at higher speeds and performed well in Euro NCAP's tests. The standard speed assistance system is a driver-set speed limiter, and this is the system assessed here. An optional system is available which also uses a camera and digital mapping to inform the driver of local speed limits. A lane departure warning system is available as an option but was not expected to meet the fitment requirements for inclusion in the assessment.



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2015	Rating Published	2015 🖈 🖈 🖈 🛨	✓
September 2016	Annual Review	2015 🖈 🖈 🖈 🛧	✓
January 2022	Rating Expired	2015 🖈 🖈 🖈 🛨	×