



**Audi e-tron (Q8 e-tron)**  
Standard Safety Equipment

2019



Adult Occupant



91%

Child Occupant



85%

Vulnerable Road Users



71%

Safety Assist



76%

## SPECIFICATION

Tested Model	Audi e-tron 55 quattro, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2565kg
VIN From Which Rating Applies	- all e-trons/Q8 e-trons
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	●	●	○
CHILD PROTECTION			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	▮	▮	▮
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
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.

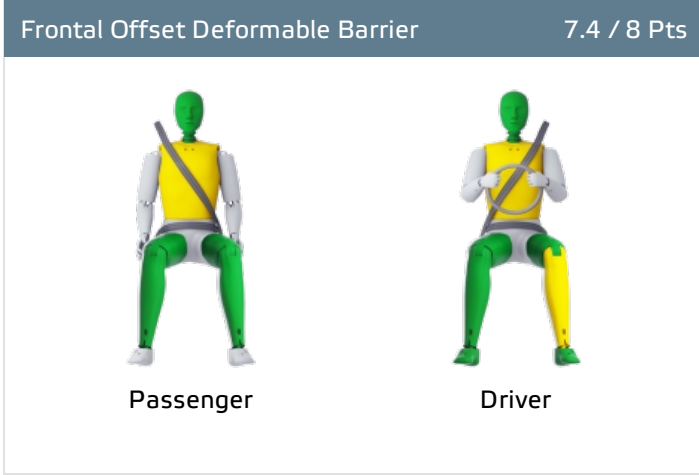
- Fitted to the vehicle as standard   
 ○ Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

 ADULT OCCUPANT

Total 34.9 Pts / 91%

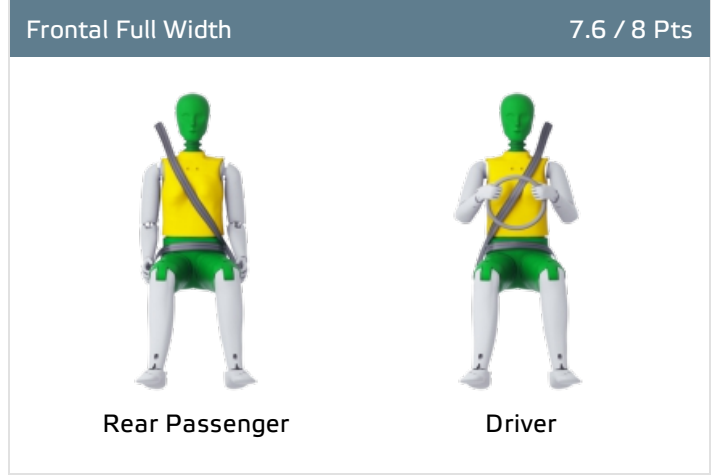
■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Offset Deformable Barrier 7.4 / 8 Pts



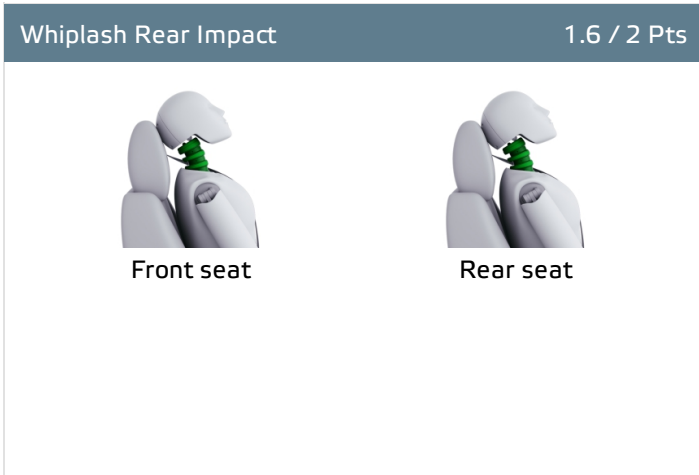
Passenger                      Driver

Frontal Full Width 7.6 / 8 Pts



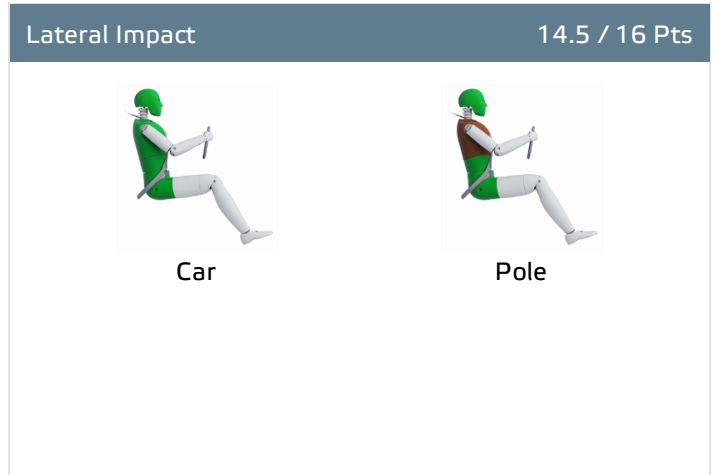
Rear Passenger                      Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat                      Rear seat

Lateral Impact 14.5 / 16 Pts



Car                      Pole

 ADULT OCCUPANT

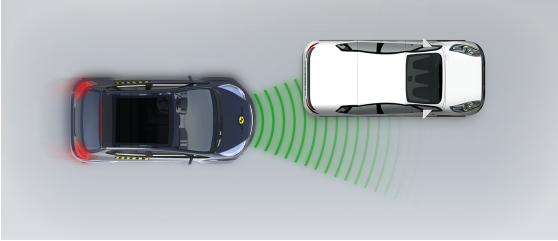
Total 34.9 Pts / 91%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

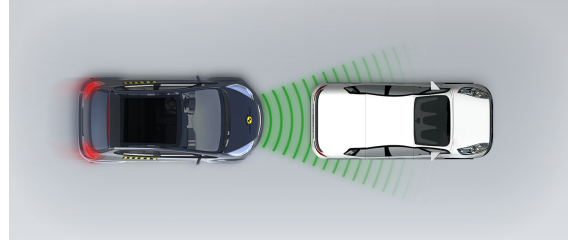
AEB City

 3.8 / 4 Pts

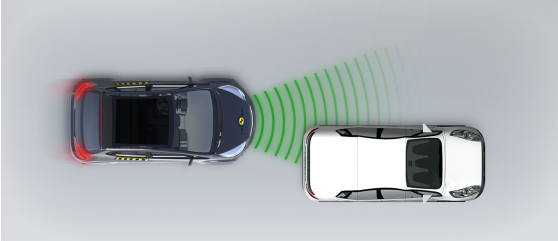
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 34.9 Pts / 91%

## Comments

The passenger compartment of the e-tron 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. In the full-width rigid barrier test, protection was good for all critical parts of the body, for both dummies. In the side barrier test, protection was good and the car scored maximum points. However, in the more severe side pole test, dummy readings of rib compression indicated weak protection for the chest, with good protection of other critical body areas. 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 rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at low speeds at which many whiplash injuries occur, with collisions avoided or mitigated in all scenarios.

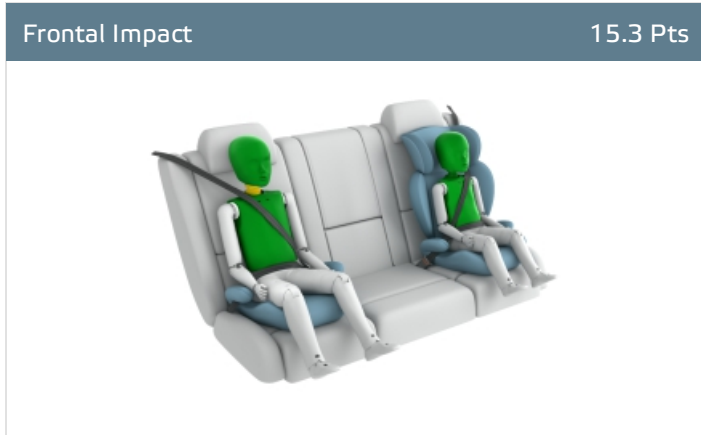
**CHILD OCCUPANT**

Total 41.7 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.3 / 24 Pts



Restraint for 6 year old child: *Audi Kindersitz youngster plus (Takata Maxi Audi branded)*  
 Restraint for 10 year old child: *Booster cushion*

**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

11.3 / 12 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)

BeSafe iZi Flex FIX 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)

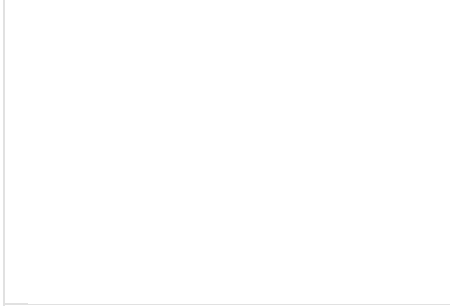


 CHILD OCCUPANT

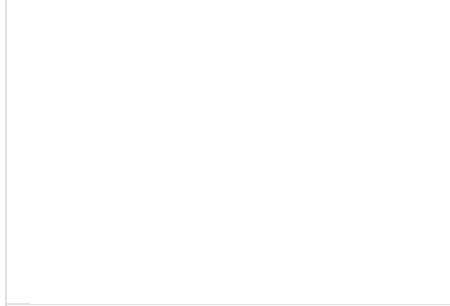
Total 41.7 Pts / 85%

## ■ Universal Belted CRS

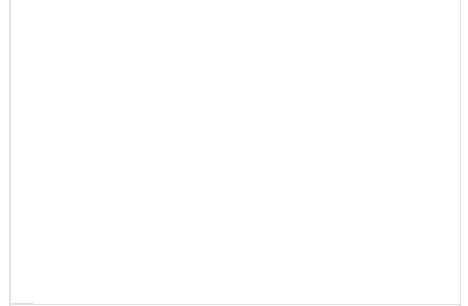
Maxi Cosi Cabriofix (Belt)



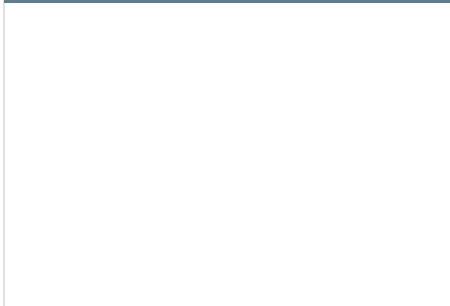
Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In the frontal offset test, the e-tron provided good or adequate protection to all body areas of both the 6 and 10 year dummies. In the side barrier test, protection was good for all areas and the car scored maximum points in this test. 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 e-tron is designed could be properly installed and accommodated in the car.

## CHILD OCCUPANT

Total 41.7 Pts / 85%

	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)	—	●	—	●
BeSafe iZi Flex FIX 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)	●	●	●	●

● Easy   ● Difficult   ● Safety critical   ✘ Not allowed   — Not available

## Comments

In the frontal offset test, the e-tron provided good or adequate protection to all body areas of both the 6 and 10 year dummies. In the side barrier test, protection was good for all areas and the car scored maximum points in this test. 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 e-tron is designed could be properly installed and accommodated in the car.

**VULNERABLE ROAD USERS**

Total 34.4 Pts / 71%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

VRU Impact Protection	24.7 / 36 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;">15.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.5 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	15.2 Pts	Pelvis Impact	3.5 Pts	Leg Impact	6.0 Pts
Head Impact	15.2 Pts						
Pelvis Impact	3.5 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users		9.7 / 12 Pts
System Name	Audi pre sense	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 km/h	

**Comments**

The protection provided to the head of a struck pedestrian was good or adequate over almost the entire surface of the bonnet, with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs. Protection of the pelvis was more mixed, with areas of good and poor protection. The AEB system can detect vulnerable road users as well as other vehicles, and performed well in tests of its reaction to pedestrians and to cyclists.



 VULNERABLE ROAD USERS

Total 34.4 Pts / 71%

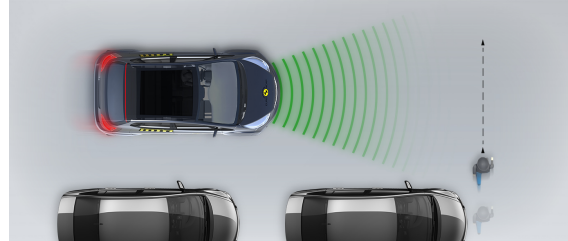
AEB Pedestrian

■ Day time

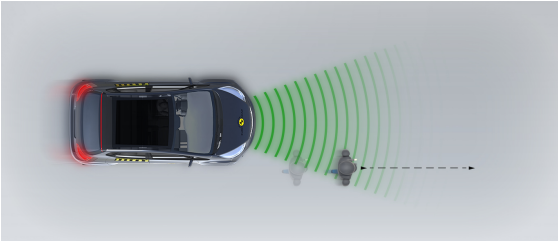
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

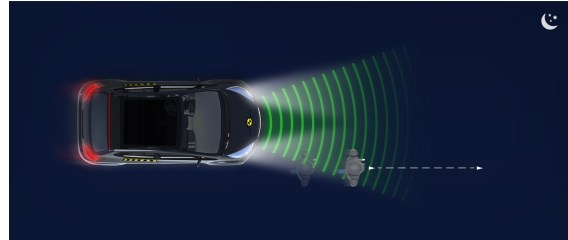


■ Night time

Adult crossing the road

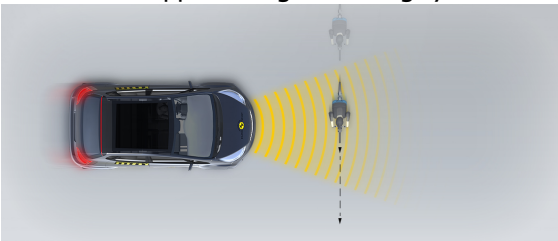


Adult along the roadside

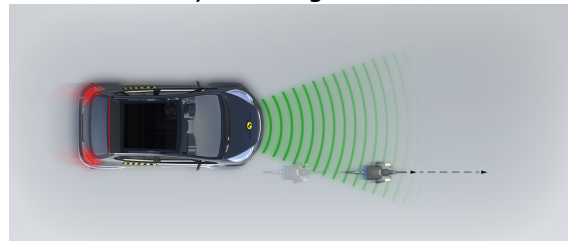


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 10.0 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 1.3 / 3 Pts

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

Seatbelt Reminder ■ 3.0 / 3 Pts

Applies To	Not available		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   
 ● Fail   
 — Not available

Lane Support ■ 2.8 / 4 Pts

System Name	Active Lane Departure Warning
Type	ELK + LKA (including LDW)
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	<span style="color: yellow;">■</span> ADEQUATE
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

SAFETY ASSIST

Total 10.0 Pts / 76%

AEB Inter-Urban

3 / 3 Pts

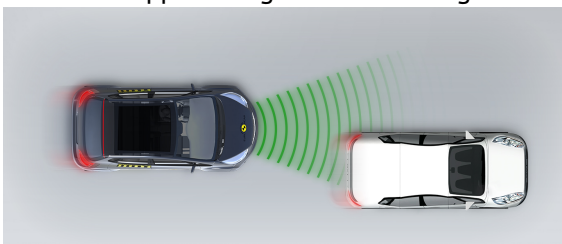
System Name	Audi pre sense
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning and Restraint activation

Comments

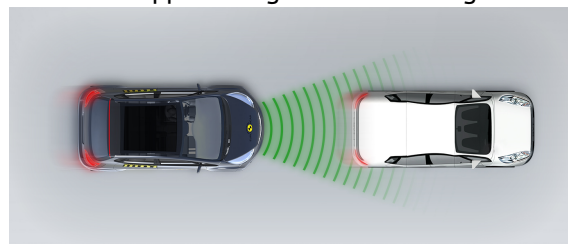
The AEB system performed well in tests of its performance at highway speeds. The standard speed assistance system consists of a driver-set speed limiter. An additional speed limit information function is available as an option, which recognises the local speed limit and present the information to the driver. A lane support system helps to prevent inadvertent drifting out of lane and also intervenes in some more critical situations. The front and rear seats are equipped with a seatbelt reminder.

■ Autobrake function only

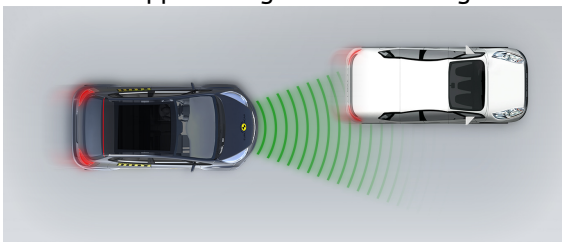
Approaching a slower moving car



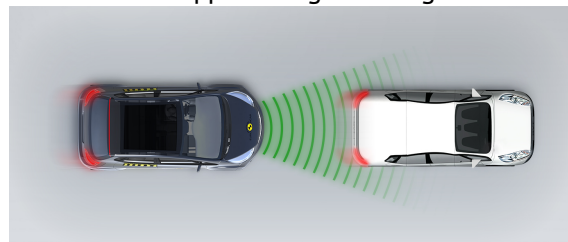
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

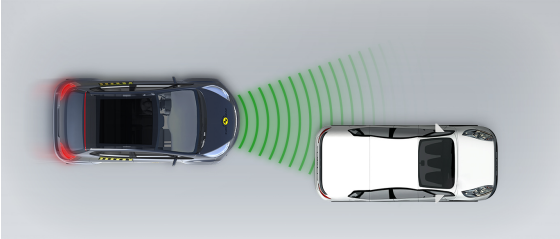


 SAFETY ASSIST

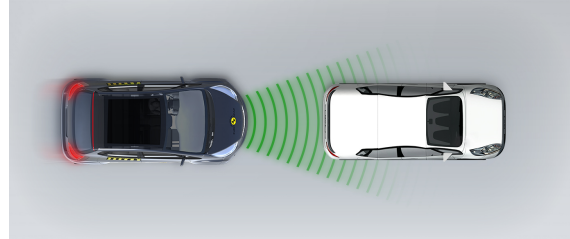
Total 10.0 Pts / 76%

■ Driver reacts to warning

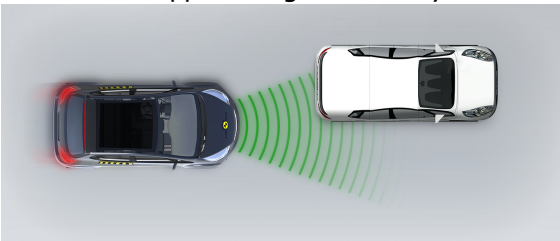
Approaching a stationary car



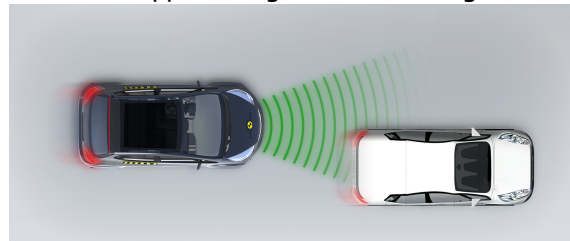
Approaching a stationary car



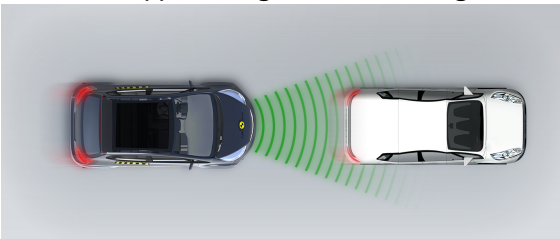
Approaching a stationary car



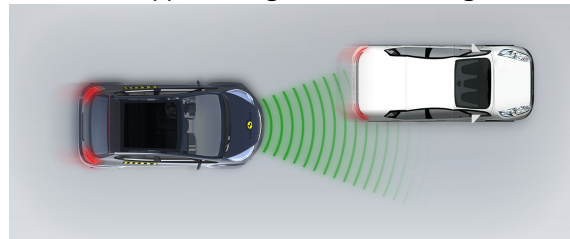
Approaching a slower moving car



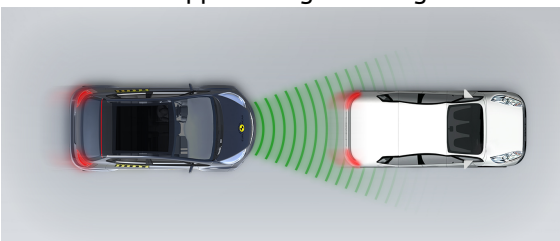
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## RATING VALIDITY

## Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	55 quattro	e-tron 55 quattro * Q8 e-tron 55 quattro	4 x 4	✓	✓
5 door SUV	50 quattro	e-tron 50 quattro Q8 e-tron 50 quattro	4 x 4	✓	✓
5 door SUV	S Model	e-tron S SQ8 e-tron	4 x 4	✓	✓
5 door Sportback	55 quattro	e-tron Sportback 55 quattro Q8 e-tron 55 quattro	4 x 4	✓	✓
5 door Sportback	50 quattro	e-tron Sportback 50 quattro Q8 e-tron 50 quattro	4 x 4	✓	✓
5 door Sportback	S Model	e-tron Sportback S SQ8 e-tron Sportback	4 x 4	✓	✓

\* Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome
May 2019	Rating Published	2019 ★★★★★ ✓
May 2020	Annual Review	2019 ★★★★★ ✓
September 2020	Addition of Sportback variant	2019 ★★★★★ ✓
May 2021	Annual Review	2019 ★★★★★ ✓
May 2022	Annual Review	2019 ★★★★★ ✓

Euro NCAP © Audi e-tron (Q8 e-tron) May 2019 17/17

Date

Event

★ ★ ★ ★ Outcome

