



**Audi Q5**  
Standard Safety Equipment

2017



Adult Occupant



93%

Child Occupant



86%

VRU Impact Protection



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 including Sportback
Class	Large Off-Road

**X** Rating Expired

## 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	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	○	●
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.

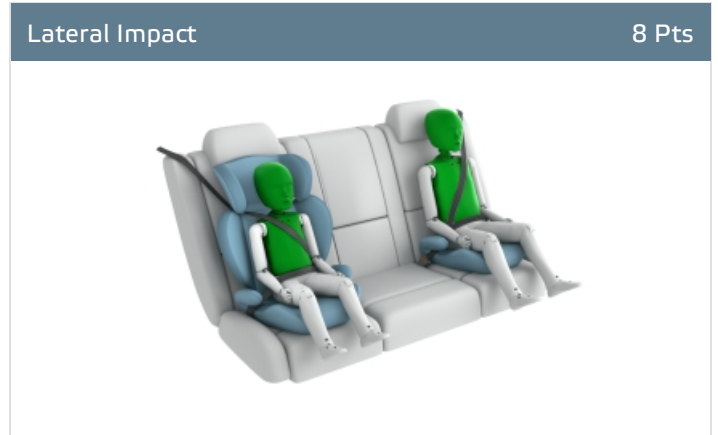
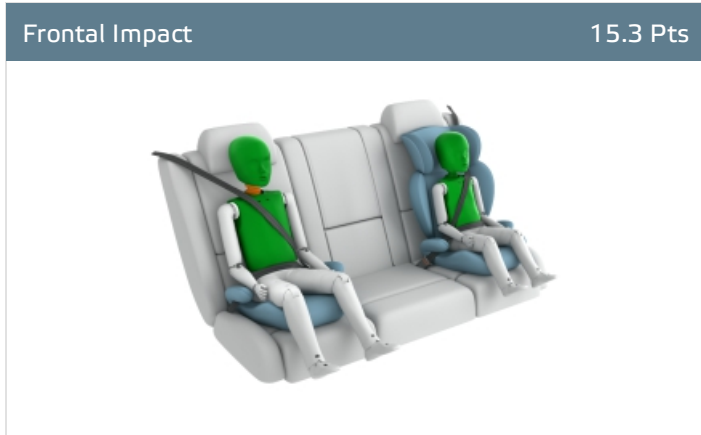
**CHILD OCCUPANT**

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
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 Pts

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

■ i-Size CRS



■ ISOFIX CRS





## CHILD OCCUPANT

Total 42.3 Pts / 86%

- 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, 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.

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)	●	●	●	●

● Easy   ● Difficult   ● Safety critical   ✘ 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.

**VRU IMPACT PROTECTION**

Total 31.0 Pts / 73%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

VRU Impact Protection	25.2 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;">17.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">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   <span style="color: green;">■</span>	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

### Variants of Model Range

### 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 ★ ★ ★ ★ ★ ✓
March 2021	Annual Review	2017 ★ ★ ★ ★ ★ ✓
May 2021	Addition of Sportback variant	2017 ★ ★ ★ ★ ★ ✓