



Audi Q4 e-tron
Standard Safety Equipment

2021



Adult Occupant



93%

Child Occupant



89%

Vulnerable Road Users



66%

Safety Assist



80%

SPECIFICATION

Tested Model	Audi Q4 e-tron
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	2125kg
VIN From Which Rating Applies	- all Q4 e-trons
Class	Large SUV

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	●	●	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
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	✘
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.

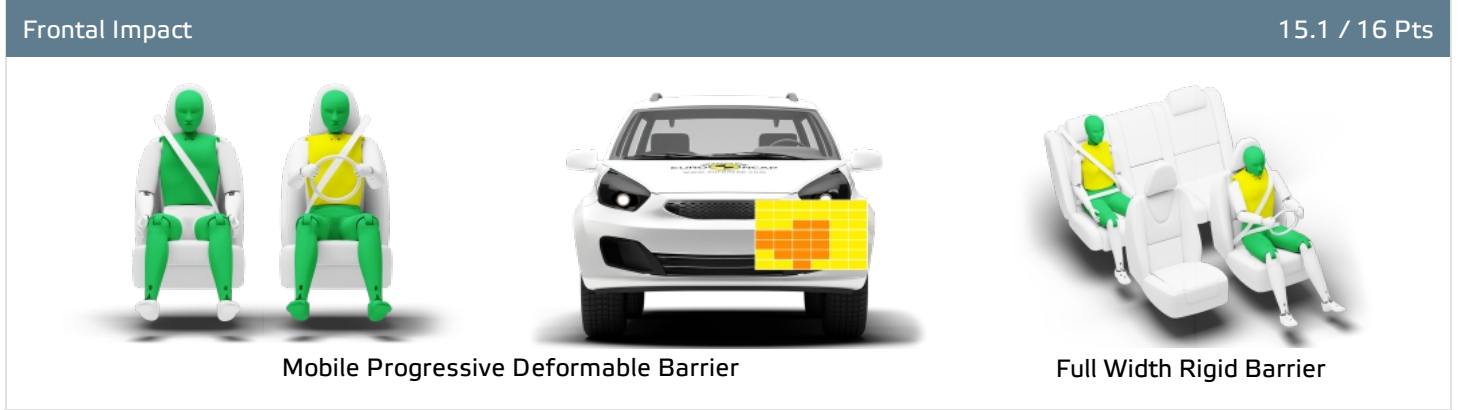
- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

ADULT OCCUPANT

Total 35.7 Pts / 93%

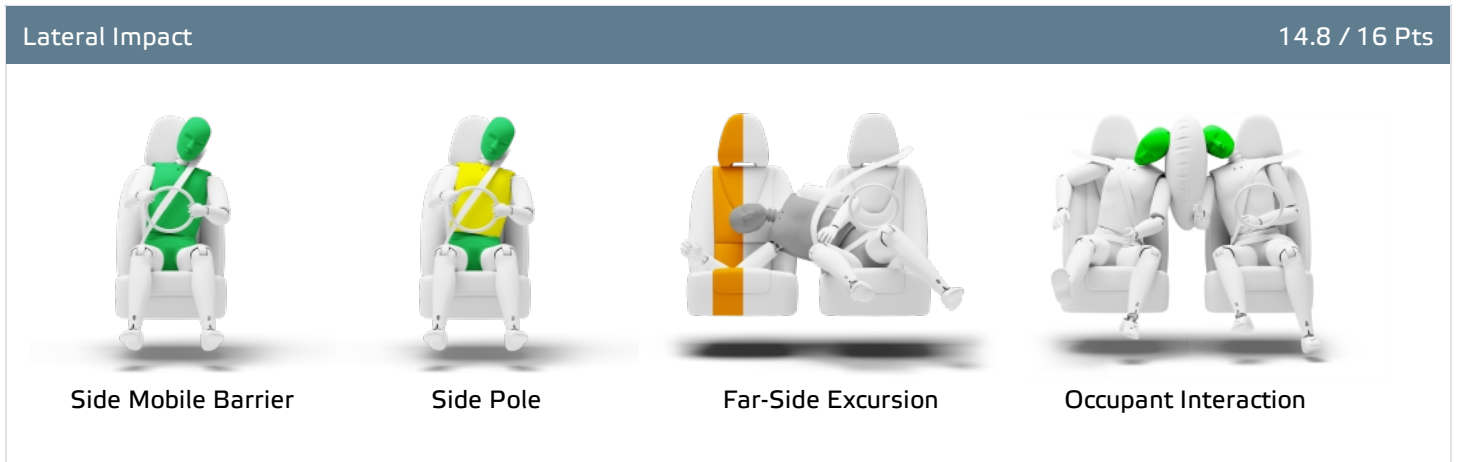
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 15.1 / 16 Pts



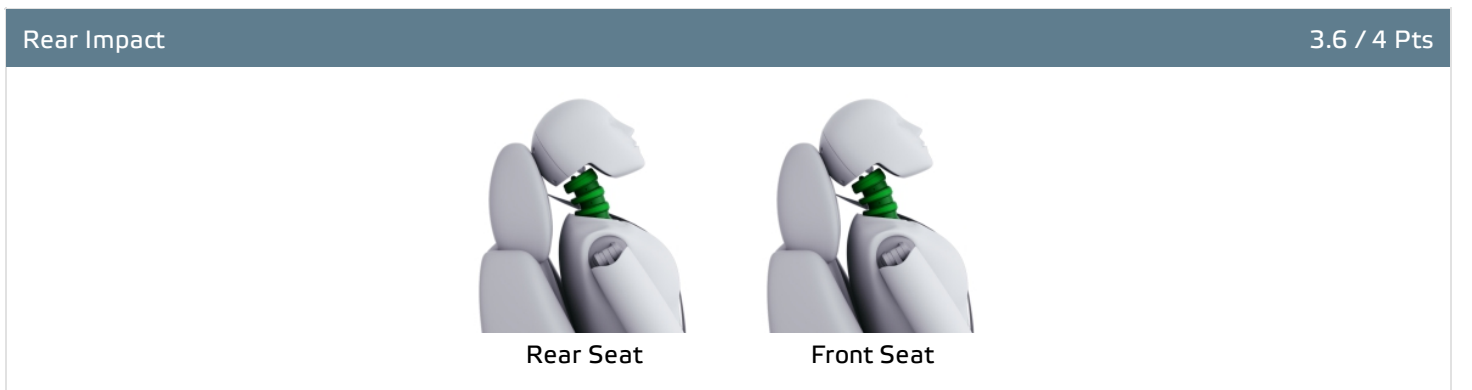
Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.8 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.6 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 35.7 Pts / 93%

■ 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 of the Q4 e-tron remained stable in the frontal offset test. Dummy numbers showed 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 deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the Q4 e-tron would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, protection of all critical body areas was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle which has been struck on the far side) was rated as marginal. The Q4 e-tron is equipped with a centre airbag to mitigate injuries between occupants in such far-side impacts. The airbag performed well in Euro NCAP's test and protection was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Q4 e-tron has a system which applies the brake after a collision, to prevent secondary impacts, and an advanced eCall system which automatically alerts the emergency services in the event of a serious accident.

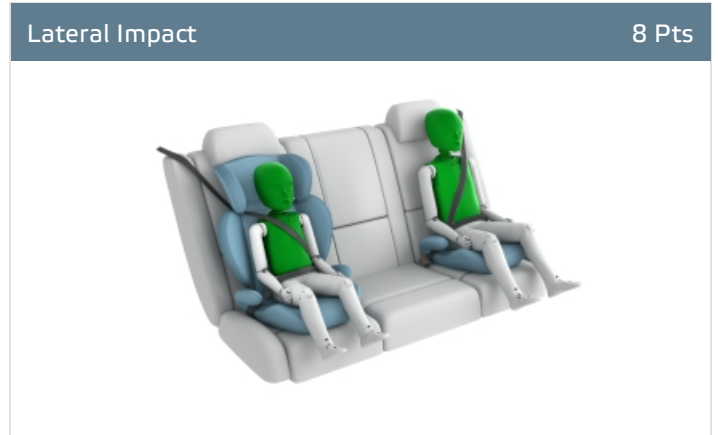
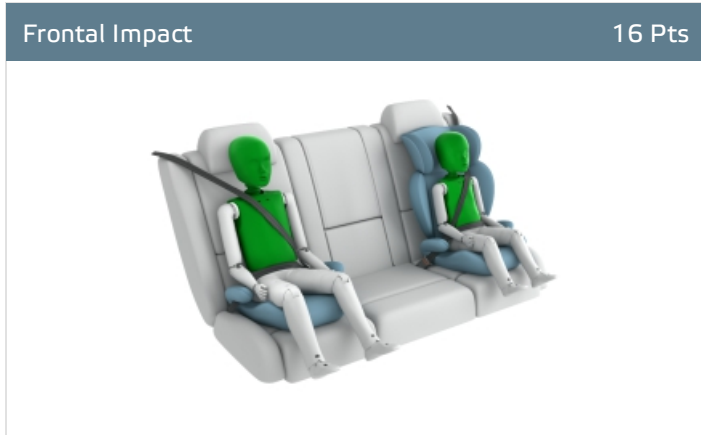
CHILD OCCUPANT

Total 44.0 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *AUDI (Britax Römer) Child seat Kidfix XP*
 Restraint for 10 year old child: *AUDI (Britax Römer) Child seat Kidfix XP*

Safety Features

8.0 / 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



■ ISOFIX CRS



CHILD OCCUPANT

Total 44.0 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



Comments

In both the frontal offset test and the side barrier impact, the Q4 e-tron provided good protection to all critical body areas, for both the 6 and 10 year dummies, and scored maximum points in 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 restraint types for which the Q4 e-tron is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 44.0 Pts / 89%

	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)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

Comments

In both the frontal offset test and the side barrier impact, the Q4 e-tron provided good protection to all critical body areas, for both the 6 and 10 year dummies, and scored maximum points in 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 restraint types for which the Q4 e-tron is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 36.1 Pts / 66%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection

25.9 / 36 Pts



Head Impact	17.2 Pts
Pelvis Impact	2.7 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


10.3 / 18 Pts

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

 VULNERABLE ROAD USERS

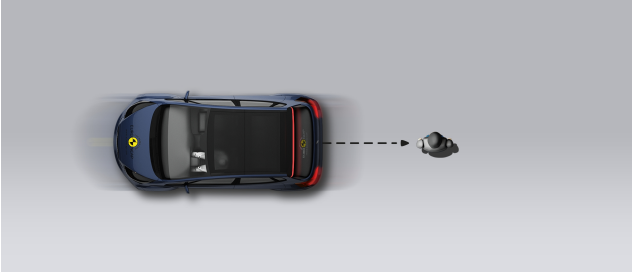
Total 36.1 Pts / 66%

AEB Pedestrian

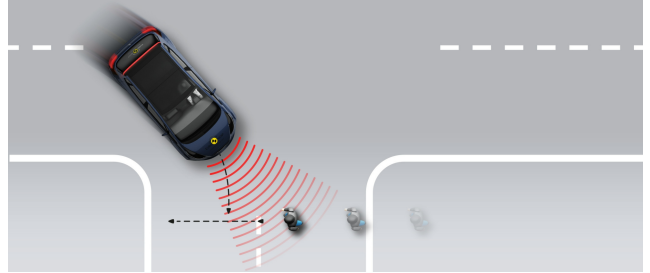
 5.8 / 9 Pts

■ Day time

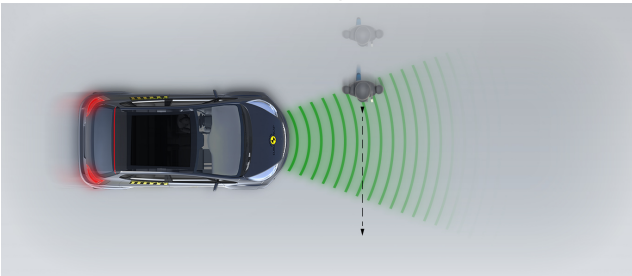
Vehicle reversing into standing pedestrian



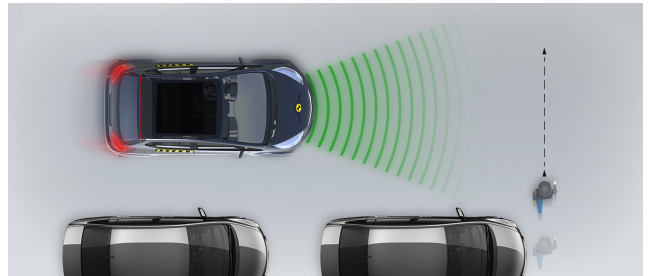
Pedestrian crossing a road into which a car is turning



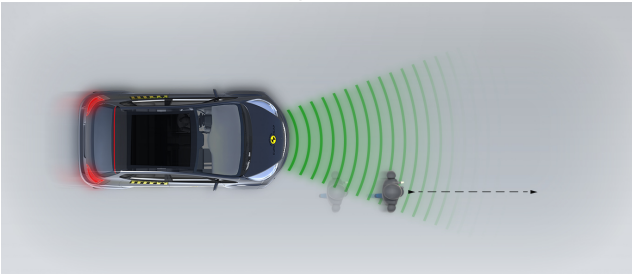
Adult crossing the road



Child running from behind parked vehicles

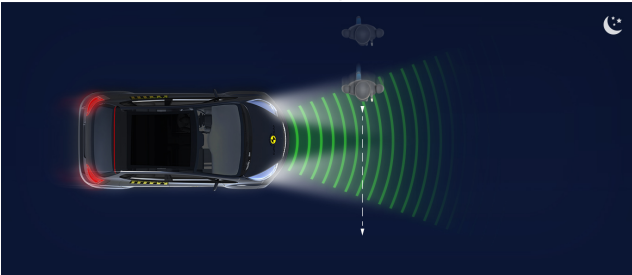


Adult along the roadside

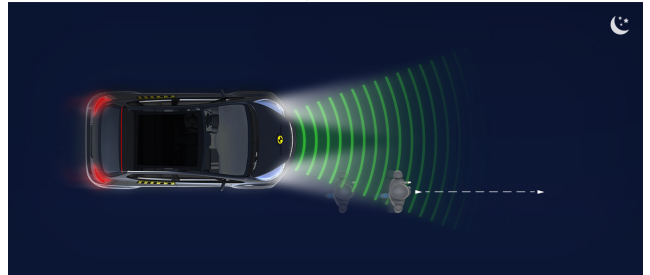


■ Night time

Adult crossing the road



Adult along the roadside



VULNERABLE ROAD USERS

Total 36.1 Pts / 66%

AEB Cyclist
4.5 / 9 Pts

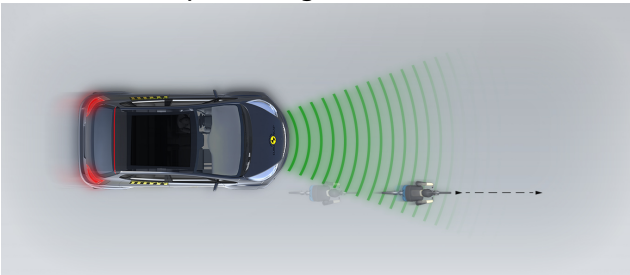
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside

**Comments**

The protection provided to a pedestrian's head was predominantly good or adequate over most of the bonnet surface. Some areas of weak or poor protection were recorded at the base of the windscreen and on the stiff windscreen pillars. The bonnet provided good protection to pedestrians' legs but protection of the pelvis was poor over much of the width of the car. The autonomous emergency braking (AEB) system of the Q4 e-tron reacts to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In Euro NCAP's tests, the response of the system to pedestrians was rated as adequate but its response to cyclists was rated only as marginal.

SAFETY ASSIST

Total 12.8 Pts / 80%

■ 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

> Seatbelt Reminder ■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Rest Recommendation
Type	Steering input
Operational From	60 km/h

SAFETY ASSIST

Total 12.8 Pts / 80%

Lane Support

3.5 / 4 Pts

System Name	Lane Departure Warning	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

5.1 / 6 Pts

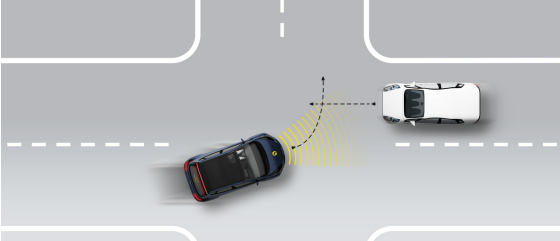
System Name	Audi Pre-Sense Front	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

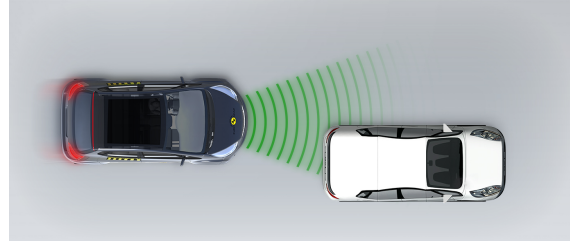
Total 12.8 Pts / 80%

■ Autobrake function only

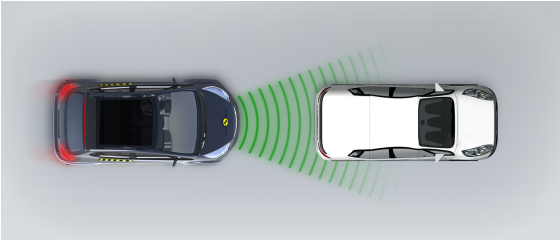
Car turning across the path of an oncoming car



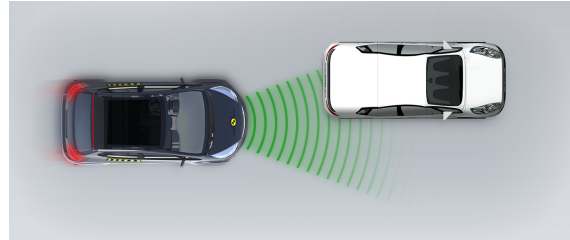
Approaching a stationary car



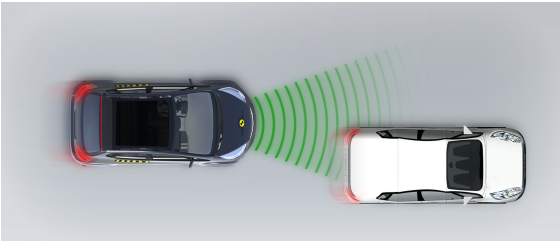
Approaching a stationary car



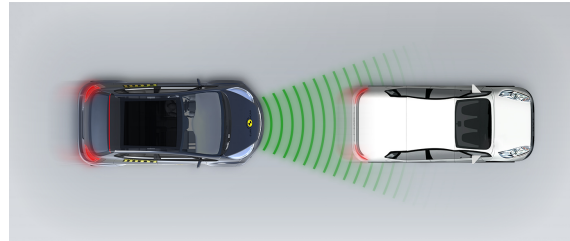
Approaching a stationary car



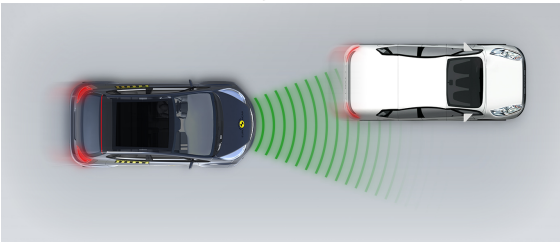
Approaching a slower moving car



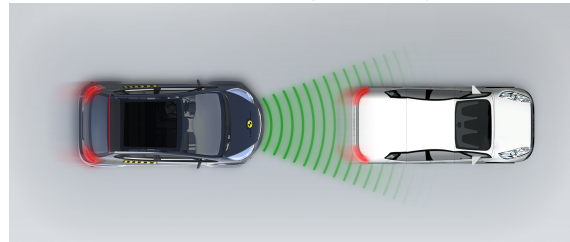
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

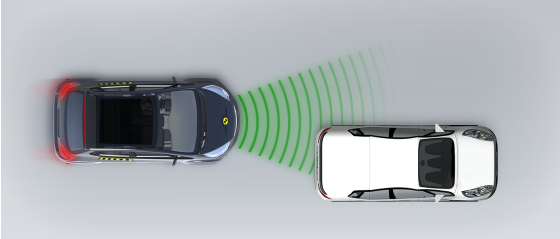


 SAFETY ASSIST

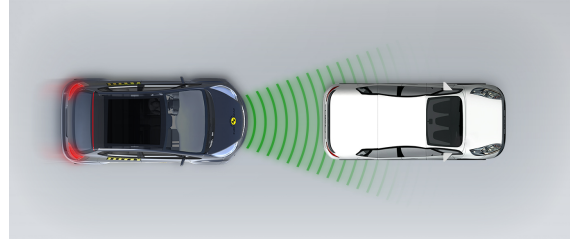
Total 12.8 Pts / 80%

■ Driver reacts to warning

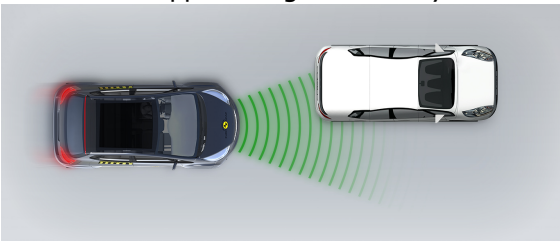
Approaching a stationary car



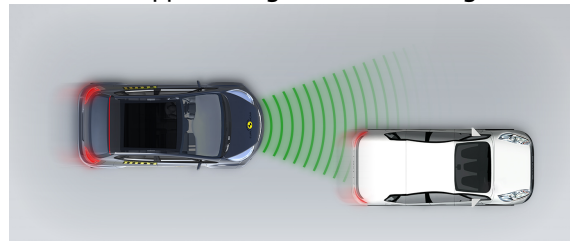
Approaching a stationary car



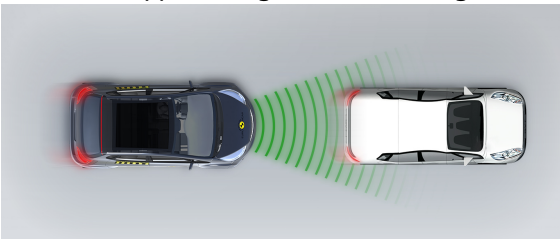
Approaching a stationary car



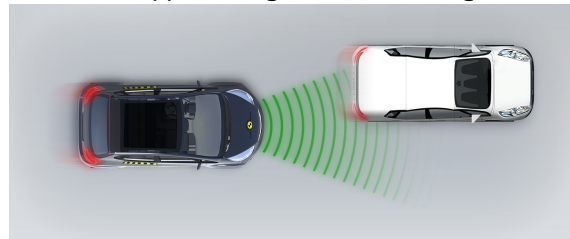
Approaching a slower moving car



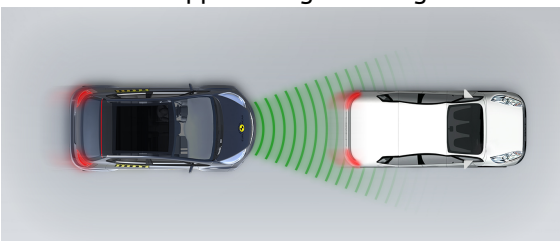
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.8 Pts / 80%

Comments

The Q4 e-tron has a seatbelt reminder system, including occupant detection, on the front and rear seats. 'Rest Recommendation' is a driver status monitoring system which detects fatigued or impaired driving from steering inputs. Speed assistance is provided by a driver-set speed limiter. A speed limit recognition system is available, but is not included in this assessment as it is an option. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in more critical situations to prevent the car from leaving the road. The AEB system performed well in tests of its reaction to other vehicles.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	125 kW, 55 kWh	Audi Q4 35 e-tron	4 x 2	✓	✓
5 door SUV	150 kW, 82 kWh	Audi Q4 40 e-tron*	4 x 2	✓	✓
5 door SUV	195 kW, 82 kWh	Audi Q4 45 e-tron quattro	4 x 4	✓	✓
5 door SUV	220 kW, 82 kWh	Audi Q4 50 e-tron quattro **	4 x 4	✓	✓
5 door SUV	250 kW, 82 kWh	Audi Q4 55 e-tron quattro ***	4 x 4	✓	✓
5 door hatchback	125 kW, 55 kWh	Audi Q4 Sportback 35 e-tron	4 x 2	✓	✓
5 door hatchback	150 kW, 82 kWh	Audi Q4 Sportback 40 e-tron	4 x 2	✓	✓
5 door hatchback	195 kW, 82 kWh	Audi Q4 Sportback 45 e-tron quattro	4 x 4	✓	✓
5 door hatchback	220 kW, 82 kWh	Audi Q4 Sportback 50 e-tron quattro **	4 x 4	✓	✓
5 door hatchback	250 kW, 82 kWh	Audi Q4 Sportback 55 e-tron quattro ***	4 x 4	✓	✓

* Tested variant

** Discontinued

*** Added March 2024

Annual Reviews and Facelifts

Date	Event	Outcome
September 2021	Rating Published	2021 ★★★★★ ✓