



Audi Q6 e-tron
Standard Safety Equipment

2024



Adult Occupant



91%

Child Occupant



92%

Vulnerable Road Users



81%

Safety Assist



80%

SPECIFICATION

Tested Model	Audi Q6 e-tron quattro, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	2400kg
VIN From Which Rating Applies	- all Q6 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	—	●	—
Child presence detection	—	✘	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 36.6 Pts / 91%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 13.3 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.7 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.9 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 36.6 Pts / 91%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Rescue and Extrication		3.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Q6 e-tron remained stable in the frontal offset test. Protection was good for all critical body areas of both the driver and passenger, and full points were scored for the dynamic dummy results. Audi demonstrated that good protection would be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Q6 e-tron would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body areas of 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 the more severe side pole impact, protection was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Q6 e-tron has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and this performed well in Euro NCAP's test, with good protection of the heads of both front occupants. 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 Q6 e-tron has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. Audi demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

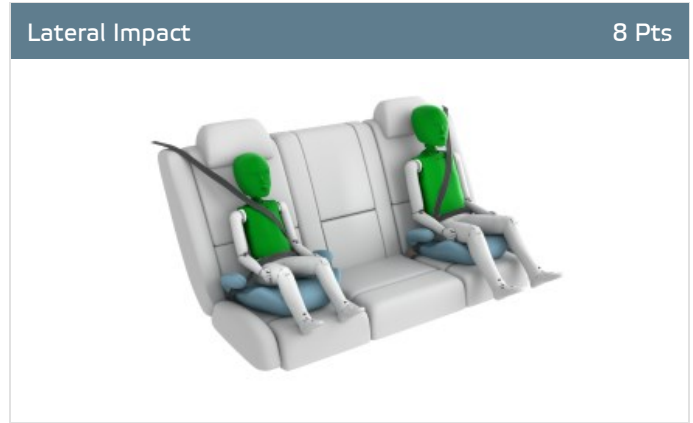
CHILD OCCUPANT

Total 45.2 Pts / 92%

■ 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 Junior Seat/Britax Römer Kidfix MiSize*
 Restraint for 10 year old child: *Audi Junior Seat/Britax Römer Kidfix MiSize*

Safety Features

9.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘
Top tether	●	●	✘
Child Presence Detection	✘	●	●

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

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Version_090924

CHILD OCCUPANT

Total 45.2 Pts / 92%


Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●
	✘	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✘	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✘	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Version_090924

 CHILD OCCUPANT

Total 45.2 Pts / 92%

Comments

In both the frontal offset and side barrier tests, protection was good for all critical body areas of both child dummies and the Q6 e-tron scored maximum points. The front passenger airbag is automatically disabled when a child restraint is placed in that seating position. Audi demonstrated that the system worked robustly, the airbag being enabled when an adult occupied the seat but being disabled with a child restraint system. The Q6 e-tron is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car. All of the child restraint types for which the Q6 e-tron is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.5 Pts / 81%



VRU Impact Protection

27.9 / 36 Pts



Pedestrian & Cyclist Head	12.6 Pts
Pelvis	1.8 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

23.6 / 27 Pts

System Name	Active Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



AEB Pedestrian

6.3 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		
Adult crossing a road into which a car is turning		
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

Currently not tested

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 51.5 Pts / 81%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Cyclist Dooring Prevention 1.0 / 1 Pts

Scenario	Scenario
Dooring a passing cyclist	sudden opening prevention, all side doors"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was poor at the edges of the bonnet leading edge but good towards the centre. Protection of the femur and that of the knee and tibia was good at all test locations. The autonomous emergency braking (AEB) system of the Audi can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was adequate its response to cyclists was good, including 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. The collision avoidance system performed well in tests of its response to motorcyclists, scoring full points for AEB and scoring well for its lane support.

SAFETY ASSIST

Total 14.5 Pts / 80%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 1.8 / 3 Pts

System Name	Intelligent Speed Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring 1.3 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

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

● Pass
 ● Fail
 — Not available

> Driver Monitoring 0.3 / 2 Pts

System Name	Drowsiness Warning
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 14.5 Pts / 80%

Lane Support

3.0 / 3 Pts

System Name	Lane Departure Warning
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

8.5 / 9 Pts

System Name	Active Front Assist
Type	Autonomous emergency braking
Operational From	5 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 14.5 Pts / 80%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with collisions avoided in most test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric	Q6 SUV e-tron quattro *	4 x 4	✓	✓
5 door SUV	Electric	S Q6 SUV e-tron	4 x 4	✓	✓
5 door SUV	Electric	Q6 SUV e-tron performance	4 x 2	✓	✓
5 door SUV	Electric	Q6 SUV e-tron	4 x 2	✓	✓
5 door SUV	Electric	Q6 Sportback e-tron quattro	4 x 4	✓	✓
5 door SUV	Electric	S Q6 Sportback e-tron	4 x 4	✓	✓
5 door SUV	Electric	Q6 Sportback e-tron performance	4 x 2	✓	✓
5 door SUV	Electric	Q6 Sportback e-tron	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓