



Audi A6
Standard Safety Equipment

2018



Adult Occupant



93%

Child Occupant



85%

Vulnerable Road Users



81%

Safety Assist



76%

SPECIFICATION

Tested Model	Audi A6 40 TDI Sportline 4x2, LHD
Body Type	- 4 door saloon
Year Of Publication	2018
Kerb Weight	1682kg
VIN From Which Rating Applies	- all A6s incl. PHEV (from 2021)
Class	Executive Car

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 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 35.5 Pts / 93%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 7.3 / 8 Pts




Passenger Driver

Frontal Full Width 7.5 / 8 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Lateral Impact 15.2 / 16 Pts




Car Pole

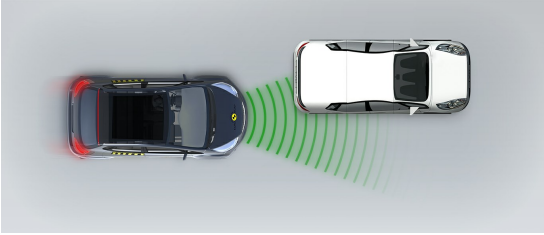
 ADULT OCCUPANT

Total 35.5 Pts / 93%

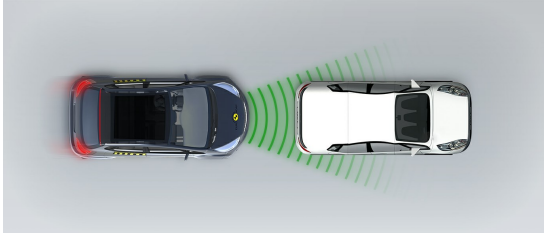
 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

AEB City  3.9 / 4 Pts

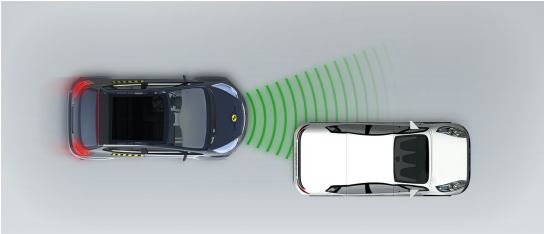
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 35.5 Pts / 93%

Comments

The passenger compartment of the A6 remained stable in the frontal offset test. Dummy readings showed good protection for 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, seatbelt pre-tensioners and load-limiters in the front and rear seats ensured adequate protection for the chest. Protection of other critical body areas was good. In the side barrier test, protection of all critical body areas was good. In the more severe side pole impact, protection of the chest was rated as marginal, based on dummy readings of lateral rib compression. Protection of other parts of the body 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 assessment of the rear seats also indicated good whiplash protection. The autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

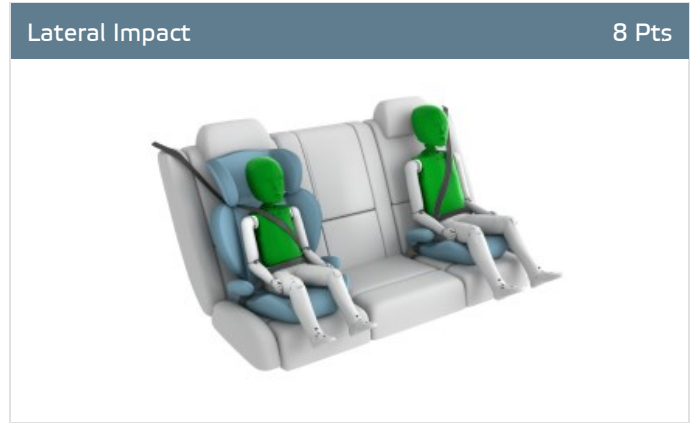
CHILD OCCUPANT

Total 41.9 Pts / 85%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts



Restraint for 6 year old child: *Audi Youngster Plus*
 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

12.0 / 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)



■ 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 41.9 Pts / 85%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)


Comments

In the frontal offset test, protection of all critical body areas was good apart from the neck of the 10-year child, for which dummy readings of neck forces indicated marginal protection. In the side barrier test, protection of all critical parts of the body was good. 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 A6 is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 41.9 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)	●	●	—	●
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 all critical body areas was good apart from the neck of the 10-year child, for which dummy readings of neck forces indicated marginal protection. In the side barrier test, protection of all critical parts of the body was good. 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 A6 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 38.9 Pts / 81%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection	28.6 / 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;">19.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.6 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	19.0 Pts	Pelvis Impact	3.6 Pts	Leg Impact	6.0 Pts
Head Impact	19.0 Pts						
Pelvis Impact	3.6 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users		10.3 / 12 Pts
System Name	Audi Pre-Sense Front	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 km/h	

Comments

The A6 has a 'pop-up' bonnet, for additional pedestrian protection. Sensors detect when a pedestrian has been hit and actuators lift the bonnet to provide greater clearance to the hard structures in the engine compartment. Audi showed that the system deployed robustly for different pedestrian statures and over a range of speed so the car was tested with the bonnet in the raised position. Good or adequate results were recorded at almost all test locations. The bumper scored maximum points for its protection of pedestrian legs, with good results recorded at all test locations. Protection of the pelvis was mixed. The AEB system can detect vulnerable road users such as pedestrians and cyclists. In tests of this functionality, the system performed well, with collisions avoided or mitigated in almost all tests.

 VULNERABLE ROAD USERS

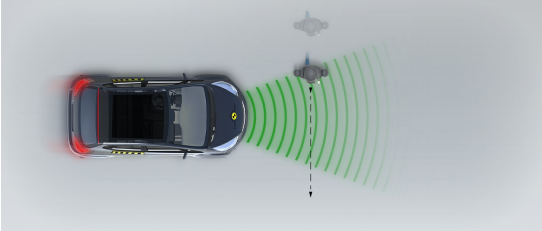
Total 38.9 Pts / 81%

AEB Pedestrian

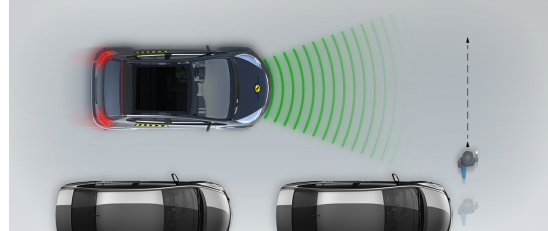


■ Day time

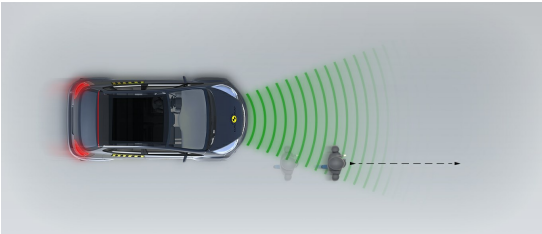
Adult crossing the road



Child running from behind parked vehicles

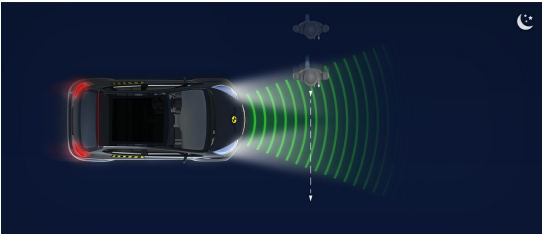


Adult along the roadside

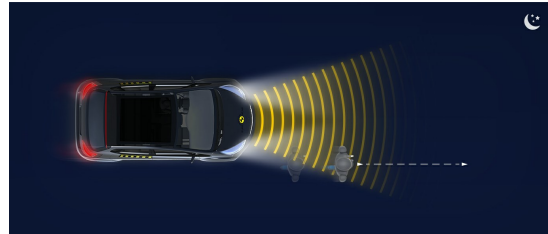


■ Night time

Adult crossing the road



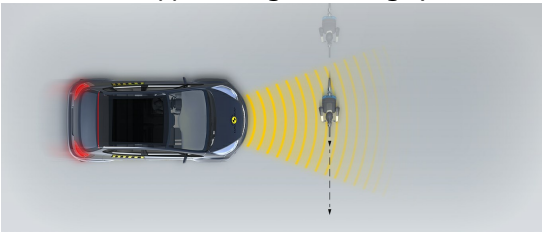
Adult along the roadside



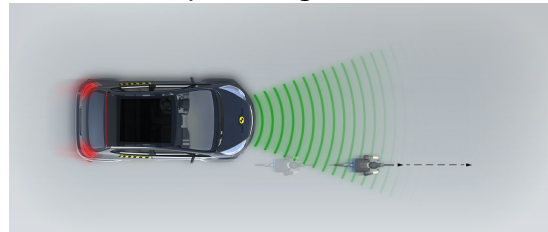
AEB Cyclist



Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 9.9 Pts / 76%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A (option)
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	LKA (including LDW) and ELK
Operational From	65 km/h

PERFORMANCE	
Emergency Lane Keeping	 ADEQUATE
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

SAFETY ASSIST

Total 9.9 Pts / 76%

AEB Inter-Urban

2.9 / 3 Pts

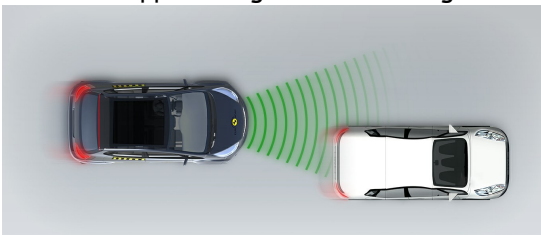
System Name	Audi Pre-Sense Front
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning and Restraint activation

Comments

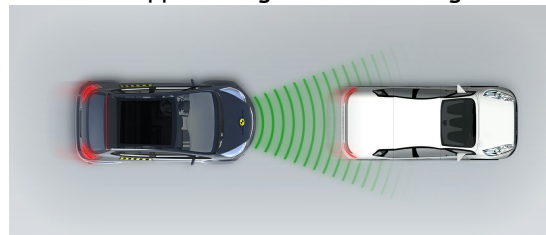
The AEB system performed well in tests of its functionality at the highway speeds. The standard-fit speed assistance system consists of a driver-set speed limiter. A more advanced system is available as an option, not included in this assessment, which recognises the local speed limit and presents the information to the driver. A seatbelt reminder is standard for front and rear seats. The lane support system helps the driver to keep the car from drifting out of lane but is also able, in some circumstances, to intervene in emergency situations.

Autobrake function only

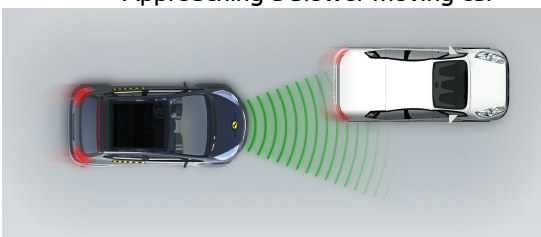
Approaching a slower moving car



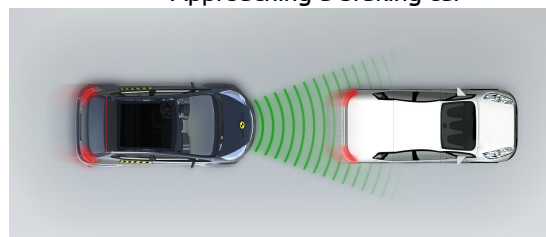
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

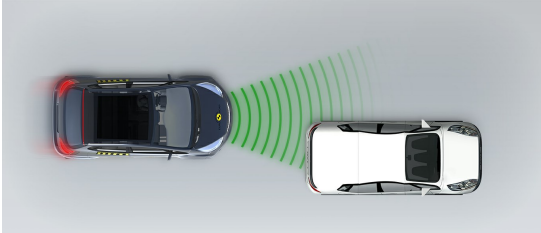


 SAFETY ASSIST

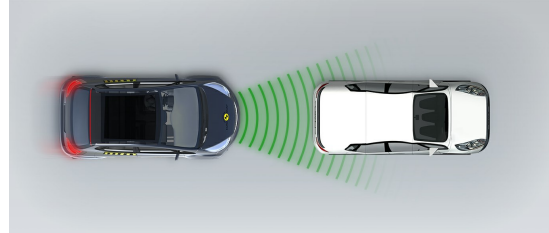
Total 9.9 Pts / 76%

■ Driver reacts to warning

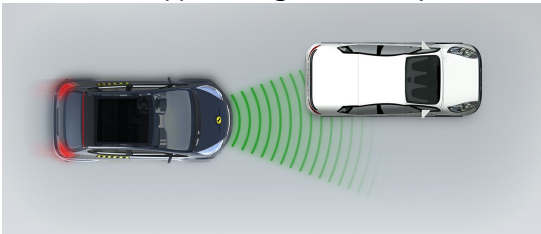
Approaching a stationary car



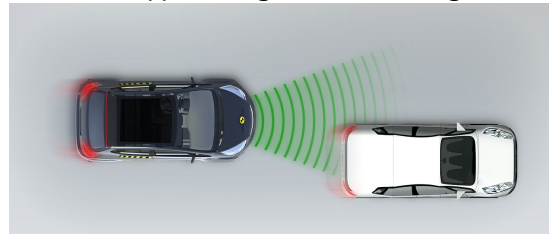
Approaching a stationary car



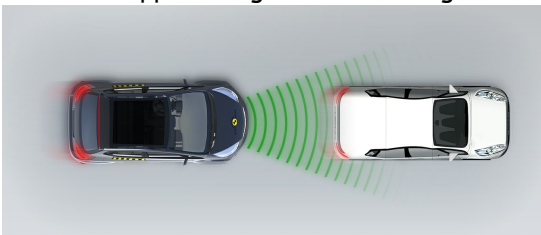
Approaching a stationary car



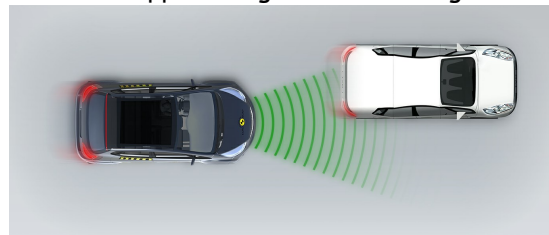
Approaching a slower moving car



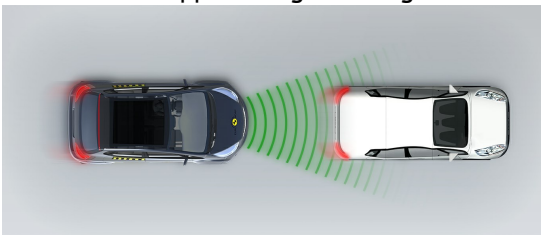
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	2.0 diesel*	A6 40 TDI	4 x 2	✓	✓
4 door saloon	2.0 diesel	A6 40 TDI quattro	4 x 4	✓	✓
4 door saloon	2.0 petrol	A6 45 TFSI	4 x 2	✓	✓
4 door saloon	2.0 petrol	A6 45 TFSI quattro	4 x 4	✓	✓
4 door saloon	3.0 diesel	A6 50 TDI quattro	4 x 4	✓	✓
4 door saloon	3.0 petrol	A6 55 TFSI quattro	4 x 4	✓	✓
4 door saloon	PHEV	A6 TFSI e	4 x 4	✓	✓
5 door estate	2.0 diesel	A6 Avant 40 TDI	4 x 2	✓	✓
5 door estate	2.0 diesel	A6 Avant 40 TDI quattro	4 x 4	✓	✓
5 door estate	2.0 petrol	A6 Avant 45 TFSI	4 x 2	✓	✓
5 door estate	2.0 petrol	A6 Avant 45 TFSI quattro	4 x 4	✓	✓
5 door estate	3.0 diesel	A6 Avant 50 TDI quattro	4 x 4	✓	✓
5 door estate	3.0 petrol	A6 Avant 55 TFSI quattro	4 x 4	✓	✓
5 door estate	3.0 diesel	A6 Allroad 50 TDI quattro	4 x 4	✓	✓
5 door estate	3.0 petrol	A6 Allroad 55 TFSI quattro	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2018	Rating Published	2018 ★★★★★ ✓
September 2019	Annual Review	2018 ★★★★★ ✓ Euro NCAP © Audi A6 September 2018 17/17
September 2020	Annual Review	2018 ★★★★★ ✓

Date	Event	Outcome	
September 2021	Annual Review	2018 ★ ★ ★ ★ ★	✓
December 2021	Addition of PHEV variant	2018 ★ ★ ★ ★ ★	✓