



**Audi Q3**  
Standard Safety Equipment

2018



Adult Occupant



95%

Child Occupant



86%

Vulnerable Road Users



76%

Safety Assist



85%

## SPECIFICATION

|                               |   |
|-------------------------------|---|
| Tested Model                  | Audi Q3 2.0 TDI, 4x4, LHD               |
| Body Type                     | - 5 door SUV                            |
| Year Of Publication           | 2018                                    |
| Kerb Weight                   | 1646kg                                  |
| VIN From Which Rating Applies | - all Q3s, including Sportback variants |
| Class                         | Small SUV                               |

**X** Rating Expired

## SAFETY EQUIPMENT

|                                 | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| <b>FRONTAL CRASH PROTECTION</b> |        |           |      |
| Frontal airbag                  | ●      | ●         | —    |
| Belt pretensioner               | ●      | ●         | ●    |
| Belt loadlimiter                | ●      | ●         | ●    |
| Knee airbag                     | ✘      | ✘         | —    |
| <b>SIDE CRASH PROTECTION</b>    |        |           |      |
| Side head airbag                | ●      | ●         | ●    |
| Side chest airbag               | ●      | ●         | ○    |
| Side pelvis airbag              | ●      | ●         | ○    |
| <b>CHILD PROTECTION</b>         |        |           |      |
| Isofix/i-Size                   | —      | ○         | ●    |
| Integrated CRS                  | —      | ✘         | ✘    |
| Airbag cut-off switch           | —      | ●         | —    |
| <b>SAFETY ASSIST</b>            |        |           |      |
| Seat Belt Reminder              | ●      | ●         | ●    |

## SAFETY EQUIPMENT (NEXT)

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

| <b>OTHER SYSTEMS</b>    |   |
|-------------------------|---|
| 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 36.2 Pts / 95%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 6.9 / 8 Pts




Passenger Driver

Frontal Full Width 7.7 / 8 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat Rear seat

Lateral Impact 16.0 / 16 Pts




Car Pole

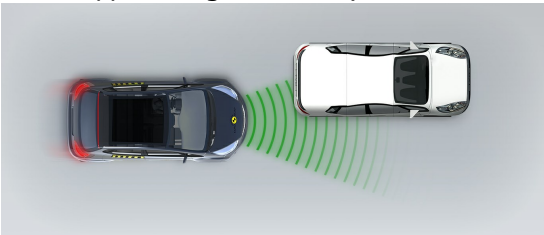
 ADULT OCCUPANT

Total 36.2 Pts / 95%

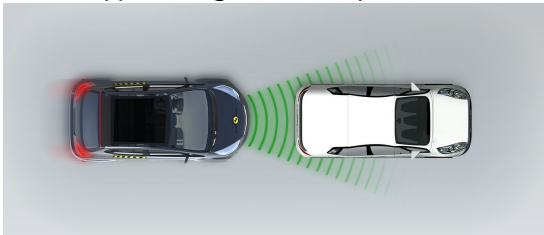
 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City  4.0 / 4 Pts

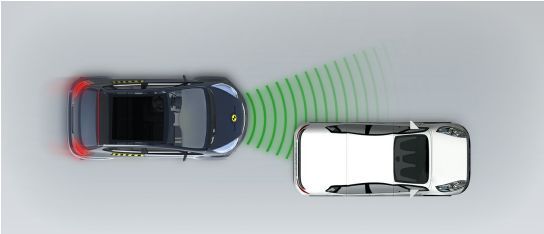
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.2 Pts / 95%

## Comments

The passenger compartment of the Q3 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of 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 of the chest was adequate for both the driver and rear passenger, and protection of all other critical body areas was good. In both the side barrier impact and the more severe side pole test, maximum points were scored, with good protection of all 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 system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

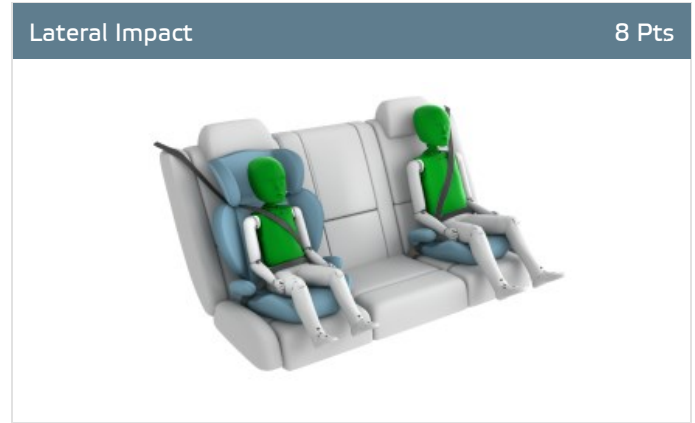
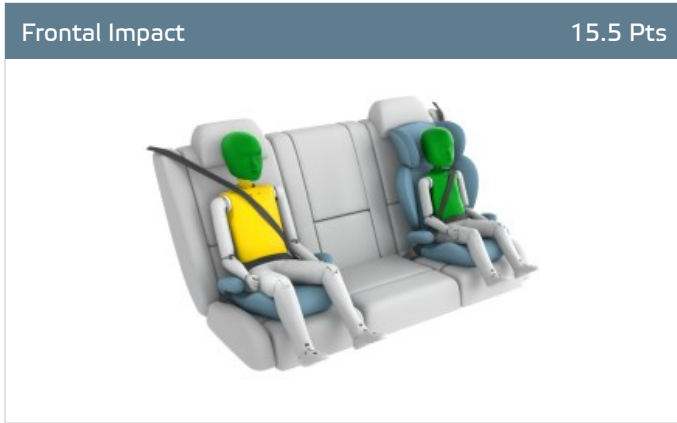
**CHILD OCCUPANT**

Total 42.5 Pts / 86%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

23.5 / 24 Pts



Restraint for 6 year old child: *Takata Child 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 42.5 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 and side barrier tests, protection of the 6 and 10 year dummies was good or adequate for all critical body areas. 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 Q3 is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 42.5 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 and side barrier tests, protection of the 6 and 10 year dummies was good or adequate for all critical body areas. 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 Q3 is designed could be properly installed and accommodated in the car.

**VULNERABLE ROAD USERS**

Total 36.7 Pts / 76%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

|                       |   |             |          |               |         |            |         |
|-----------------------|---|-------------|----------|---------------|---------|------------|---------|
| VRU Impact Protection | 26.6 / 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;">15.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.8 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 | 15.8 Pts | Pelvis Impact | 4.8 Pts | Leg Impact | 6.0 Pts |
| Head Impact           | 15.8 Pts  |             |          |               |         |            |         |
| Pelvis Impact         | 4.8 Pts   |             |          |               |         |            |         |
| Leg Impact            | 6.0 Pts   |             |          |               |         |            |         |

|                       |   |               |
|-----------------------|---|---------------|
| Vulnerable Road Users |   | 10.1 / 12 Pts |
| System Name           | Audi Pre Sense Front                      |               |
| Type                  | Auto-Brake with Forward Collision Warning |               |
| Operational From      | 5 km/h                                    |               |

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some areas of poor protection only on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was mixed. The AEB system is able to detect vulnerable road users such as pedestrians and cyclists. In most tests of these functionalities, the system performed well, with collisions avoided or their severity mitigated, even at night-time in the case of pedestrians.



 VULNERABLE ROAD USERS

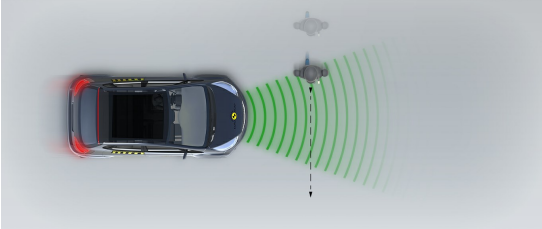
Total 36.7 Pts / 76%

AEB Pedestrian

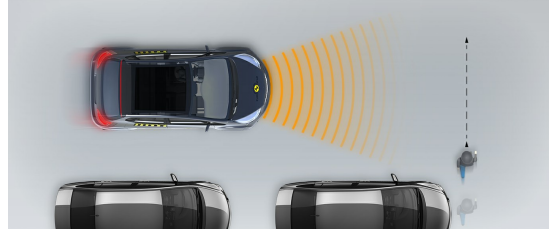


■ Day time

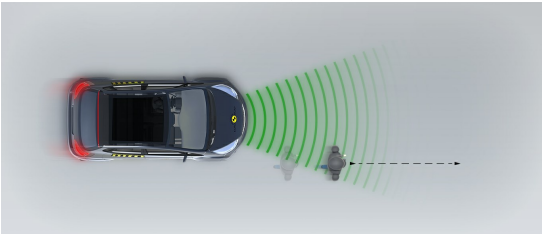
Adult crossing the road



Child running from behind parked vehicles

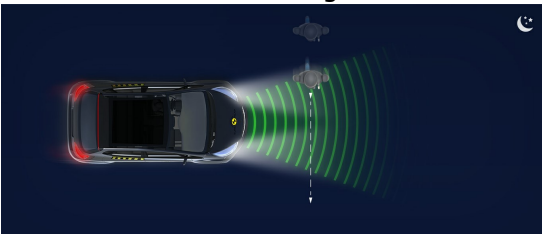


Adult along the roadside

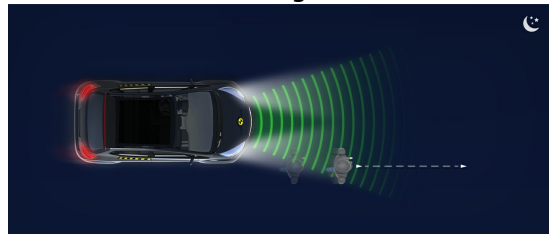


■ Night time

Adult crossing the road



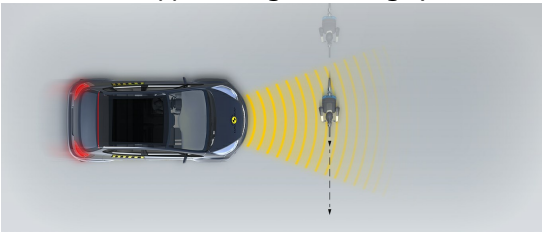
Adult along the roadside



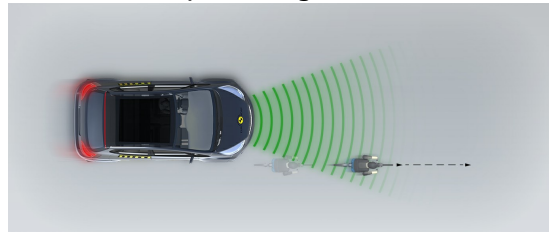
AEB Cyclist



Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 11.1 Pts / 85%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.3 / 3 Pts

|                                  |                                  |
|----------------------------------|----------------------------------|
| System Name                      | Speed Limiter                    |
| Speed Limit Information Function | N/A                              |
| 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

4.0 / 4 Pts

|                  |                             |
|------------------|-----------------------------|
| System Name      | Lane Departure Warning      |
| Type             | LKA (including LDW) and ELK |
| Operational From | 65 km/h                     |

| PERFORMANCE             |  |
|-------------------------|--|
| Emergency Lane Keeping  | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD |
| Lane Keep Assist        | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD |
| Human Machine Interface | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD |

**SAFETY ASSIST**

Total 11.1 Pts / 85%

**AEB Inter-Urban**

**2.9 / 3 Pts**

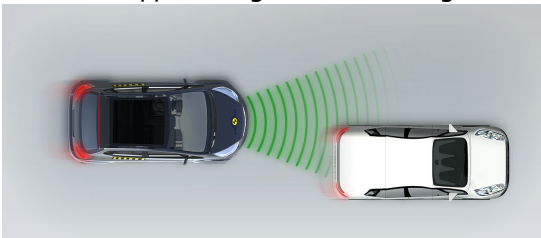
|                        |  |
|------------------------|--|
| System Name            | Audi Pre Sense Front                                       |
| Type                   | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From       | 5 km/h   |
| Additional Information | Supplementary warning and Restraint activation             |

**Comments**

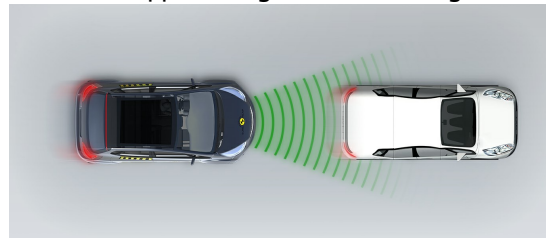
The Q3 has a seatbelt reminder system for the front and rear seats. The AEB system performed well or adequately in various tests of its functionality at highway speeds. A standard-fit lane-keep assist system helps to keep the car from drifting out of lane and can also intervene in more severe emergency situations. A driver-set speed limiter helps the driver maintain control of the vehicle speed.

**Autobrake function only**

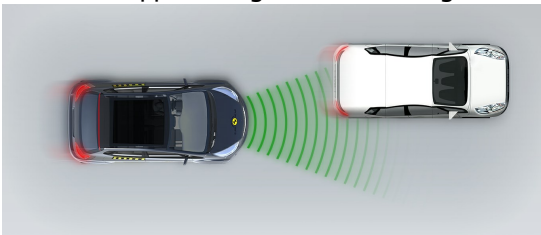
Approaching a slower moving car



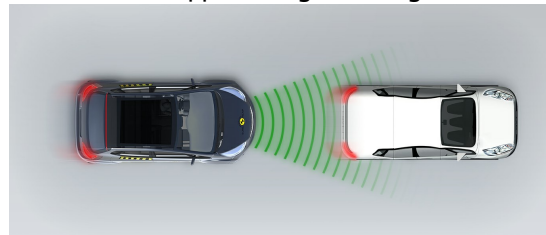
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

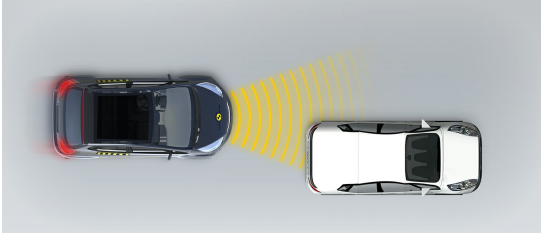


 SAFETY ASSIST

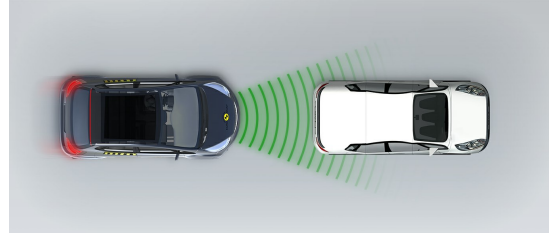
Total 11.1 Pts / 85%

■ Driver reacts to warning

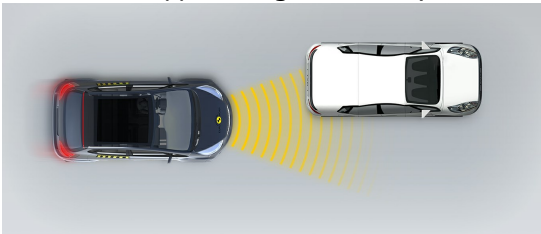
Approaching a stationary car



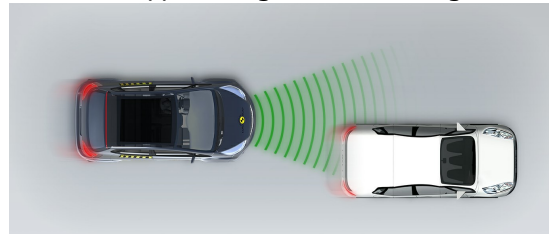
Approaching a stationary car



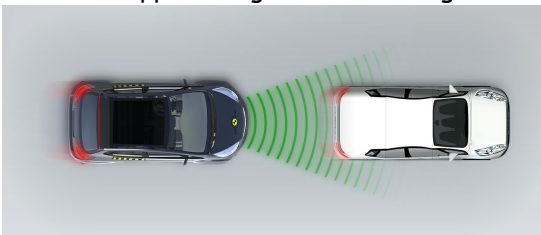
Approaching a stationary car



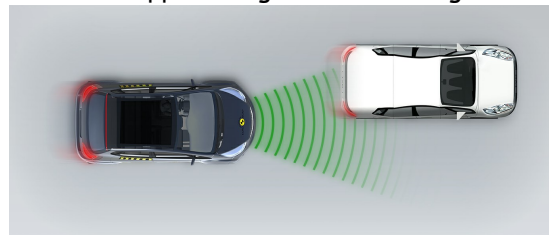
Approaching a slower moving car



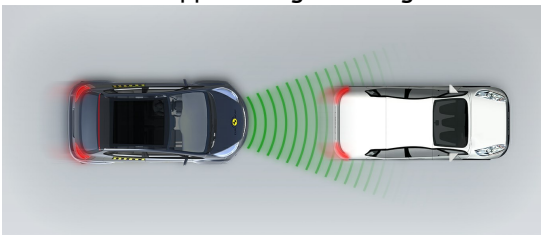
Approaching a slower moving car



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 |
| 5 door SUV | 1.4 petrol | Q3 35 TFSI         | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 1.5 petrol | Q3 35 TFSI         | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 2.0 diesel | Q3 35 TDI          | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 2.0 petrol | Q3 35 TFSI         | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 2.0 diesel | Q3 35 TDI Quattro* | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 diesel | Q3 40 TDI Quattro  | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 petrol | Q3 40 TFSI Quattro | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 petrol | Q3 45 TFSI Quattro | 4 x 4      | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date          | Event                          | Outcome      |
|---------------|--------------------------------|--------------|
| December 2018 | Rating Published               | 2018 ★★★★★ ✓ |
| December 2019 | Annual Review                  | 2018 ★★★★★ ✓ |
| May 2020      | Inclusion of Sportback variant | 2018 ★★★★★ ✓ |
| December 2020 | Annual Review                  | 2018 ★★★★★ ✓ |
| December 2021 | Annual Review                  | 2018 ★★★★★ ✓ |