



Audi Q5
Standard Safety Equipment

2025



Adult Occupant



85%

Child Occupant



86%

Vulnerable Road Users



79%

Safety Assist



77%

SPECIFICATION

Tested Model	Audi Q5 R4 2.0 TDI MHEV, 4x4, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	2030kg
VIN From Which Rating Applies	- all Audi Q5s
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 34.2 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

10.7 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.8 / 16 Pts



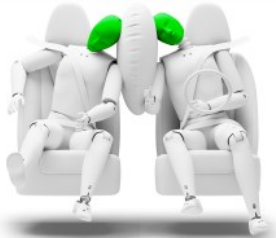
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 34.2 Pts / 85%

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 Audi Q5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Audi showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Audi Q5 would be a very aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal but protection was otherwise good or adequate. In the side barrier test, the Audi Q5 provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection was at least adequate for all critical body areas. 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 Audi Q5 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and 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 42.3 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 23.3 / 24 Pts

Frontal Impact16 Pts



Lateral Impact7.3 Pts



Restraint for 6 year old child: *Britax Römer Kidfix M i-Size*
Restraint for 10 year old child: *Osann Boost R129*

Safety Features 7.0 / 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

 CHILD OCCUPANT

Total 42.3 Pts / 86%

 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

 CHILD OCCUPANT

Total 42.3 Pts / 86%

Comments

In the frontal offset test, protection of both the 6 year and 10 year dummies was good for all critical body areas. In the side barrier test, protection of the 10 year dummy was good or adequate for all critical body areas and good for the 6 year dummy. 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. The AudiQ5 is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. Indirect systems are no longer rewarded by Euro NCAP. All of the child restraint types for which the Audi Q5 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 50.3 Pts / 79%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

27.8 / 36 Pts



Pedestrian & Cyclist Head	10.4 Pts
Pelvis	3.9 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

22.5 / 27 Pts

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

AEB Pedestrian

6.5 / 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

8.0 / 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 50.3 Pts / 79%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Cyclist Dooring Prevention 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	option, not assessed"

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 2.0 / 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 adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was mostly good. Protection of the femur was good at all test locations, while that of the knee and tibia was also good. The autonomous emergency braking system of the Audi Q5 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately but does not react to those to the rear of the car. The system performed well in tests of its reaction to cyclists, but protection against 'dooring' is an option and was not assessed. The car's response to motorcyclists was good.

 SAFETY ASSIST

Total 14.0 Pts / 77%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance 1.7 / 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	65 km/h
Fatigue	Drowsiness

 SAFETY ASSIST

Total 14.0 Pts / 77%

Lane Support 2.5 / 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 and forward collision warning
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 14.0 Pts / 77%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. 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 but not distraction. 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	R4 2.0l TDI MHEV+	Audi Q5 * Audi Q5 Sportback	4 x 4	✓	✓
5 door SUV	R4 2.0l TFSI MHEV+	Audi Q5 Audi Q5 Sportback	4 x 2	✓	✓
5 door SUV	R4 2.0l TFSI Quattro MHEV+	Audi Q5 Audi Q5 Sportback	4 x 4	✓	✓
5 door SUV	V6 3.0l TFSI Quattro MHEV+	Audi SQ5 Audi SQ5 Sportback	4 x 4	✓	✓
5 door SUV	R4 2.0 TFSI 220kW PHEV	Audi Q5 e-Hybrid Audi Q5 Sportback e-Hybrid	4 x 4	✓	✓
5 door SUV	R4 2.0 TFSI 270kW PHEV	Audi Q5 e-Hybrid Audi Q5 Sportback e-Hybrid	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2025	Rating Published	2025 ★ ★ ★ ★ ★	✓