



Audi Q7
Large Off-Road

2015



Adult Occupant



94%

Child Occupant



88%

Pedestrian



70%

Safety Assist



76%

SPECIFICATION

Tested Model	Audi Q7 3.0 TDI quattro, LHD
Body Type	5 door SUV
Year Of Publication	2015
Kerb Weight	1995kg
VIN From Which Rating Applies	applies to all 5 and 7 seat Q7's of the specification tested
Class	Large Off-Road

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	✗	✗	✗

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	○
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
ESC	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	○

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✘ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 36.1 Pts / 94%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.9 Pts

Passenger Driver

Frontal Full Width 7.4 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.7 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 3

Performance: ■ Good

 ADULT OCCUPANT

Total 36.1 Pts / 94%

Comments on Adult Occupant

The passenger compartment of the Q7 remained stable in the frontal impact. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Audi demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. Measurements of chest compression in the driver dummy indicated a marginal level of protection for this part of the body. In the full width rigid barrier test, all critical body areas except the chest were well protected. Chest protection for the rear passenger dummy was adequate and that of the driver dummy was again marginal. In both the side barrier impact and the more severe side pole test, protection of all critical body regions was good and maximum points were scored. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision, and a geometric assessment of the rear seats indicated good whiplash protection here too. An autonomous emergency braking system is fitted as standard on the Q7 and operates from the low speeds, typical of city driving, at which many whiplash injuries are caused. Its performance in Euro NCAP's tests was good.

CHILD OCCUPANT

Total 43.4 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.4 Pts

18 months old child 11.4 Pts

Tested restraint (Fit):
Audi ISOFIX basis +

■ Adequate

36 months old child 12 Pts

Tested restraint (Fit):
Audi ISOFIX basis +

■

Safety Features

8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isifix	○	●	●	○	
i-Size	○	●	●	○	
Integrated CRS	✗	✗	✗	○	

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

CRS Installation Check

12 Pts


● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

 CHILD OCCUPANT

Total 43.4 Pts / 88%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 43.4 Pts / 88%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	✘	●	✘	✘
Römer King Plus (Belt)	●	●	✘	●	✘	✘
Römer Duo Plus (ISOFIX)	✘	●	●	●	●	●
Römer KidFix (Belt)	●	●	✘	●	✘	✘
Maxi Cosi Cabriofix & EasyFix (Belt)	✘	●	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	●	●	✘	✘
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	●	●	✘	✘
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	●	●	●	●
Römer KidFix (ISOFIX)	✘	●	●	●	●	●

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed


Comments on Child Occupant

In the full scale impact tests, both the 1½ year dummy and the 3 year dummy were sat in rearward-facing restraints. The Q7 scored maximum points for its protection of the 3 year dummy in the tests. Protection of the 1½ year dummy was good except for the chest, which experienced marginally elevated decelerations. 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 and the system was rewarded. All of the restraints for which the Q7 is designed could be properly installed and accommodated in the vehicle. The Q7 can be bought as a seven seater or a five seater. The optional third row seats have, as standard, integrated child restraints with ISOFIX anchorages. The seven seat vehicle would have scored additional points for child occupant protection and the five star overall rating applies also to that version.

 PEDESTRIAN PROTECTION

Total 25.4 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	25.4 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;">18.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.2 Pts</td> </tr> </table>	Head Impact	18.8 Pts	Pelvis Impact	1.4 Pts	Leg Impact	5.2 Pts
Head Impact	18.8 Pts						
Pelvis Impact	1.4 Pts						
Leg Impact	5.2 Pts						

Comments on Pedestrian

The Q7 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance between the surface and the hard structures in the engine bay. Audi showed that the system triggered robustly over a range of speeds and for different pedestrian statures, so the car was tested with the bonnet in the raised position. Good results were recorded in almost all areas tested. The bumper had some areas offering good protection to pedestrians' legs but also some adequate and marginal results were recorded. Protection of the pelvic region of a struck pedestrian was predominantly poor.

 SAFETY ASSIST

Total 9.9 Pts / 76%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

PERFORMANCE

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 9.9 Pts / 76%

AEB Interurban

2.6 Pts

Type	Forward Collision Warning with Auto-Brake	
Operational From	5 Km/h	
Additional Information	Default On; Supplementary Warning; Seatbelt Activation	
PERFORMANCE		
Operational Speed	5-85 Km/h	5-85 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	—	Crash avoided up to 45km/h. Crash speed reduced up to 80km/h.
	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Mitigation	Avoidance

Comments on Safety Assist

The Q7 is equipped, as standard, with electronic stability control, a seatbelt reminder system for the front and rear seats, autonomous emergency braking and a speed assistance system. As well as operating at low, city speeds, the autonomous braking system also works at higher speeds and performed well in Euro NCAP's tests. The standard speed assistance system is a driver-set speed limiter, and this is the system assessed here. An optional system is available which also uses a camera and digital mapping to inform the driver of local speed limits. A lane departure warning system is available as an option but was not expected to meet the fitment requirements for inclusion in the assessment.