

# AUDI A3

JULY 2021 - ONWARDS  
2WD (NEW ZEALAND) VARIANTS ONLY



# ANCAP

SAFETY

TESTED  
2020



RATING YEAR	2020
VEHICLE TYPE	Small Car
ENGINE TYPE	Petrol
BUILT FROM	April 2021
ON SALE FROM	July 2021
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre

The Audi A3 was introduced in New Zealand in July 2021. This ANCAP safety rating currently only applies to 2WD variants sold in New Zealand.

Dual frontal, side chest, side head, and a driver knee airbag are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car to Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), are standard.



89%

ADULT OCCUPANT  
PROTECTION



81%

CHILD OCCUPANT  
PROTECTION



68%

VULNERABLE ROAD USER  
PROTECTION



73%

SAFETY  
ASSIST

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Audi A3 Sportback 35 TFSI Advanced	5 door hatch	1.5 litre petrol	2WD	-	✓
Audi A3 Sportback 40 TFSI Quattro S Line	5 door hatch	2.0 litre petrol	AWD	-	✗
Audi A3 Sportback S3 Quattro	5 door hatch	2.0 litre petrol	AWD	-	✗

# ADULT OCCUPANT PROTECTION



89%

34.12 POINTS  
OUT OF 38

In the frontal offset (MPDB) test, dummy readings indicated MARGINAL protection for the driver's chest and lower legs, and ADEQUATE protection for the front passenger's chest and lower legs. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Audi A3 presented a moderate risk to the occupants of an oncoming (collision partner) vehicle in this test, and a moderate 2.53 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, and GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Audi A3 scored maximum points in these tests.

Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and in the vehicle-to-pole scenario. Occupant-to-occupant protection was assessed as GOOD with the centre airbag preventing contact between the heads of front seat occupants in side impacts.

A Rescue Sheet, providing information for first responders in the event of a crash, is available.

<b>FRONTAL OFFSET (MPDB)#</b>	4.74 (out of 8)
<b>FULL WIDTH FRONTAL #</b>	7.84 (out of 8)
<b>SIDE IMPACT#</b>	6.00 (out of 6)
<b>OBLIQUE POLE#</b>	6.00 (out of 6)
<b>WHIPLASH PROTECTION</b>	3.54 (out of 4)
<b>FAR SIDE IMPACT</b>	4.00 (out of 4)
<b>RESCUE &amp; EXTRICATION</b>	2.00 (out of 2)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET (MPDB) (50km/h)



### DRIVER

Head / neck:	4.00 pts
Chest:	1.48 pts
Upper legs:	4.00 pts
Lower legs:	2.53 pts
Deductions:	Nil

### FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.79 pts
Deductions:	Nil

### COMPATIBILITY

Deductions:	-2.53 pts
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## FULL WIDTH FRONTAL (50km/h)



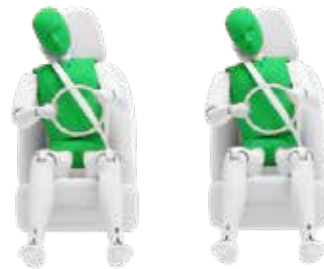
### DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.50 pts
Upper legs:	4.00 pts
Deductions:	Nil

### REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.84 pts
Upper legs:	4.00 pts
Deductions:	Nil

## SIDE IMPACT OBLIQUE POLE



### SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

### OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

## FAR SIDE IMPACT



### SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

### OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

### OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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## RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

## WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.79 pts
Rear passenger:	0.75 pts



## 81%

39.73 POINTS  
OUT OF 49

In the frontal offset (MPDB) test, protection of the neck and chest of the 10 year old child dummy was rated as MARGINAL and the head and neck of the 6 year dummy was ADEQUATE. Protection offered to other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Audi A3 is fitted with lower ISOFix anchorages and top tether anchorages for both rear outboard seating positions.

**NOTE: Installation of AS/NZS-approved child restraints in the 2nd row centre seating position is not recommended as there is no top tether anchorage.**

<b>DYNAMIC TEST (FRONT)</b>	12.73 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	12.00 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	7.00 (out of 13)

### FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

### SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

### ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	×	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE    - NOT APPLICABLE

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

**NOTE:** The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).



# 68%

36.76 POINTS  
OUT OF 54

The bonnet of the Audi A3 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis showed predominantly GOOD results, however there were some areas of POOR performance. The bumper showed GOOD results for leg impacts.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios. ADEQUATE performance was seen in cyclist test scenarios. The system's overall performance was classified as ADEQUATE.

<b>HEAD IMPACTS</b>	13.70	(out of 24)
<b>UPPER LEG IMPACTS</b>	5.08	(out of 6)
<b>LOWER LEG IMPACTS</b>	6.00	(out of 6)
<b>AEB - Pedestrian (forward)</b>	5.58	(out of 7)
<b>AEB - Pedestrian (backover)</b>	0.00	(out of 2)
<b>AEB - Cyclist</b>	6.41	(out of 9)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

**SYSTEM NAME:** Pre-Sense  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5-90 km/h  
**DESCRIPTION:** System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	POOR	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	POOR	POOR	POOR	POOR
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	POOR	GOOD	POOR	POOR
ADEQUATE					

## PEDESTRIAN IMPACT TEST (40 KM/H)





73%

11.82 POINTS  
OUT OF 16

The Audi A3 is fitted as standard with a range of safety assist features including an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and MARGINAL performance in the more critical ELK scenarios with overall performance classified as ADEQUATE.

A driver-set speed limiter is standard equipment. A speed limit information function (SLIF) is not available.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 2.00 (out of 2)
- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 1.25 (out of 3)

LANE SUPPORT SYSTEMS 2.50 (out of 4)

AEB - Car-to-Car 3.74 (out of 4)

AEB - Junction Assist 1.33 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist  
OPERATIONAL FROM: 60-180 km/h

EMERGENCY LANE KEEPING (ELK)											
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	MARGINAL	WEAK	WEAK	WEAK	WEAK	GOOD	GOOD	GOOD	GOOD	GOOD	

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



73%

11.82 POINTS  
OUT OF 16

**AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)**

SYSTEM NAME: Pre-Sense  
 TYPE: Autonomous emergency braking with forward collision warning  
 OPERATIONAL FROM: 5-250 km/h  
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
	30 KM/H			45 KM/H			55 KM/H		
AEB (10-50 km/h)						10 KM/H			
FCW (30-80 km/h)						15 KM/H			
PERFORMANCE	GOOD					20 KM/H			
							ADEQUATE		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
	AEB (10-50 km/h)								
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

**OCCUPANT STATUS**

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

**SPEED ASSISTANCE SYSTEMS (SAS)**

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	[NOT AVAILABLE]
Speed Limitation Function	Manually set

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE  
 ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR



# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	-	●
Seat belt pre-tensioners (front)	-	●
Seat belt pre-tensioners (rear outboard) - 2nd row	-	●
Seat belt pre-tensioners (rear centre) - 2nd row	-	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	-	●
Intelligent seat belt reminder (front passenger)	-	●
Intelligent seat belt reminder (2nd row seats)	-	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	-	●
Airbag - frontal (passenger)	-	●
Airbags - side, chest protection (front seats)	-	●
Airbags - side, chest protection (2nd row seats)	-	○
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	-	●
Airbags - side, head protection (2nd row seats)	-	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	-	●
Airbag - knee (driver)	-	✗
Airbag - knee (front passenger)	-	✗
Airbag disabling switch - automatic (front passenger)	-	✗
Airbag disabling switch - manual (front passenger)	-	✗
Head restraints for all seats	-	●
Active bonnet	-	✗
Adaptive cruise control (ACC)	-	●
Anti-lock braking system (ABS)	-	●
Autonomous emergency braking (AEB) - Car-to-Car	-	●
Autonomous emergency braking (AEB) - VRU	-	●
Autonomous emergency braking (AEB) - Backover	-	✗
Automatic emergency call (eCall)	-	●
Blind spot monitor (BSM)	-	●
Child presence alert	-	✗
Electronic brakeforce distribution (EBD)	-	●
Electronic data recorder (EDR)	-	●
Electronic stability control (ESC)	-	●
Emergency brake assist (EBA)	-	●
Emergency stop signal (ESS)	-	●
Fatigue reminder	-	●
Fatigue monitor / detection	-	●
Forward collision warning (FCW)	-	●
ISOFix	-	●
Lane departure warning (LDW)	-	●
Lane keep assist (LKA)	-	●
Pre-crash systems	-	✗
Rear cross-traffic alert (RCTA)	-	○
Reversing collision avoidance (camera)	-	●
Roll stability system	-	✗
Secondary / multi-collision brake	-	●
Speed assistance - auto / intelligent speed limiter	-	✗
Speed assistance - manual speed limiter	-	●
Speed assistance - speed sign recognition & warning	-	✗
Smart (intelligent) key	-	✗
Vehicle-to-infrastructure communication (V2I)	-	✗
Vehicle-to-vehicle communication (V2V)	-	✗

TESTED MAKE / MODEL	Audi A3 35 TSI
TESTED VEHICLE(S) BUILT	2020
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	1.5 litre petrol
RATING PUBLISHED	July 2021
RATING UPDATED	n/a

#### MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

#### RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

\* Except 2nd row centre seating position.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE  
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS