

# AUDI Q7

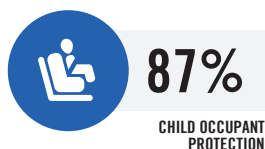
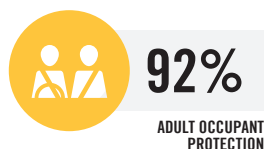
NZ: DECEMBER 2019 - DECEMBER 2025

AUS: APRIL 2020 - DECEMBER 2025

ALL VARIANTS



TESTED  
2019



AUDI Q7

## OVERVIEW

The updated Audi Q7 was introduced in New Zealand in December 2019 and Australia in April 2020. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting airbags for front and second row outboard positions and side head-protecting airbags (curtains) for front, second and third rows are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) are standard.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

LARGE SUV

### AIRBAGS

Dual frontal, side chest (1st & 2nd row), side head (1st, 2nd & 3rd row)

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
AUDI Q7 45 TDI Quattro Tiptronic	5 door SUV	V6 3.0 litre TDI 170kW	AWD	✓	✓
AUDI Q7 50 TDI Quattro Tiptronic	5 door SUV	V6 3.0 litre TDI 210kW	AWD	✓	✓
AUDI SQ7	5 door SUV	V8 4.0 litre TDI	AWD	✓	✓
AUDI Q7 55 TFSI Quattro	5 door SUV	V6 3.0 litre petrol TFSI 255kW	AWD	✓	-
AUDI SQ7 TFSI Quattro	5 door SUV	V8 4.0 litre petrol TFSI	AWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT - NOT APPLICABLE

# ADULT OCCUPANT PROTECTION



**92%**

35.24 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated MARGINAL protection for the chest of the driver and front passenger and ADEQUATE protection for the lower legs of the front passenger. Protection for all other critical body regions was GOOD.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE and MARGINAL for the chest.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD. The Audi Q7 scored well for all critical body regions in both tests, however a one point penalty was applied in the side impact test as the driver door opened briefly during the test.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	6.69 (out of 8)
FULL WIDTH FRONTAL#	7.31 (out of 8)
SIDE IMPACT#	7.50 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.74 (out of 2)
AEB - City	4.00 (out of 4)

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

## FRONTAL OFFSET TEST (64 KM/H)



### Driver

Head / neck:	4.00 pts
Chest:	2.43 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil



### Front Passenger

Head / neck:	4.00 pts
Chest:	2.00 pts
Upper legs:	4.00 pts
Lower legs:	3.38 pts
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



### Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.24 pts
Upper legs:	4.00 pts
Deductions:	Nil



### Rear Passenger

Head:	4.00 pts
Neck:	3.76 pts
Chest:	2.24 pts
Upper legs:	4.00 pts
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



### Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 points (door opening)

## OBLIQUE POLE TEST (32 KM/H)



### Driver

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

## WHIPLASH (REAR IMPACT) PROTECTION TEST



### Rear Passenger

Rear:	0.50 points
Front:	1.24 points



### Driver / Front Passenger

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



87%

43.02 POINTS  
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Audi Q7 provides ISOFix anchorages (including top-tether anchorages) in all five rear seating positions, providing a wide range of options for fitment of child restraints.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions. There were some exceptions, with limited space in the third row preventing installation of rearward facing child restraints, and incompatibility with one of the Type A/B convertible seats when used in the outboard seats of the second row. The Type A capsule could not be correctly installed in the centre rear (2nd row) position.

**DYNAMIC TEST (FRONT)** 16.00 (out of 16)

**DYNAMIC TEST (SIDE)** 8.00 (out of 8)

**RESTRAINT INSTALLATION** 11.02 (out of 12)

**ON-BOARD SAFETY FEATURES** 8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)

## SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old



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

**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).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



87%

43.02 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	–	●
		Rearward facing with harness - convertible (Model A)	×	●	●	●	–	●
		Rearward facing with harness - convertible (Model B)	×	●	●	●	–	●
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	–	●
		Forward facing with harness - convertible (Model B)	×	●	●	●	–	●
	TYPE E	Booster - 4 to 8 years	×	●	●	●	–	●
ISOFIX	TYPE A	Rearward facing capsule	×	●	–	●	–	●
		Rearward facing with harness - convertible (Model A)	×	●	–	●	–	●
		Rearward facing with harness - convertible (Model B)	×	●	–	●	–	●
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	–	●	–	●
		Forward facing with harness - convertible (Model B)	×	●	–	●	–	●

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   – NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



71%

34.27 POINTS  
OUT OF 48

The Audi Q7 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some WEAK and POOR results recorded at the front of the bonnet.

The bumper provided GOOD protection to pedestrians' legs however protection of the pelvis was predominantly POOR.

The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios and ADEQUATE performance in some night-time scenarios. In cyclist test scenarios, the AEB system offered GOOD performance. The system's overall performance was classified as GOOD.

HEAD IMPACTS	17.21 (out of 24)
UPPER LEG IMPACTS	1.20 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.84 (out of 6)
AEB - Cyclist	5.03 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Audi Pre-Sense  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10-85 km/h  
**DESCRIPTION:** System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist																
	Adult crossing towards kerb (50%)					Adult crossing from kerb (25%)					Adult crossing from kerb (75%)					Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb		Cyclist travelling along road (50%)		Cyclist travelling along road (25%)	
	DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		DAY		DAY		
	FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		
	DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		DAY		DAY		

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



71%

9.28 POINTS  
OUT OF 13

The Audi Q7 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB system in highway speed scenarios showed ADEQUATE and GOOD performance with collisions avoided or mitigated in most test scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

Tests of LSS functionality showed ADEQUATE performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall performance of the LSS system was classified as ADEQUATE.

A manually-set speed assistance system is standard equipment. A speed limit information function is not available.

## SPEED ASSISTANCE SYSTEMS

1.25 (out of 3)

## SEAT BELT REMINDERS

2.50 (out of 3)

## LANE SUPPORT SYSTEMS

3.00 (out of 4)

## AEB - Interurban

2.53 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Active Lane Departure Warning  
**OPERATIONAL FROM:** 65-250 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		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE		-	-	-	-	-		
ADEQUATE								

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE									
ADEQUATE									

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



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

# SAFETY ASSIST






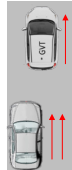
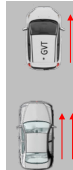
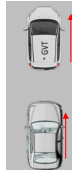






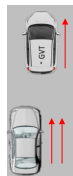
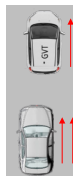




71%

9.28 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Audi Pre-Sense  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10-250 km/h  
**DESCRIPTION:** Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning				PASS					
	Restraint activation / dynamic retractors				[NOT FITTED]					
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE										
GOOD										
AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
										
PERFORMANCE										
GOOD										

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT FITTED]
Speed Limitation Function	Manually set

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual Warning	●	●	●
Audible Warning	●	●	●

● 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 - 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)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	●	●
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
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	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

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

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

## 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.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL  
TESTED VEHICLE(S) BUILT  
TESTED BODY TYPE  
TESTED VEHICLE ENGINE  
RATING PUBLISHED  
RATING UPDATED

Audi Q7 S-Line Sport Package LHD  
2019  
5 door SUV  
V6 3.0 litre TDI  
October 2020  
May 2023