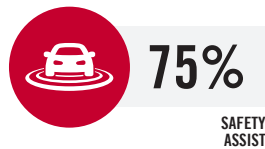
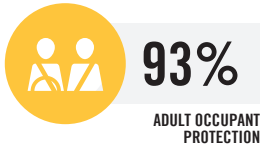


AUDI Q8

AUS: FEBRUARY 2019 - ONWARDS
NZ: OCTOBER 2018 - ONWARDS
3.0 LITRE PETROL & DIESEL VARIANTS ONLY



TESTED
2019



AUDI Q8

OVERVIEW

The Audi Q8 was introduced in Australia in February 2019 and New Zealand in October 2018. This ANCAP safety rating applies to 3.0 litre petrol and diesel variants only. Other variants are unrated.

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

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

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

LARGE SUV

AIRBAGS

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

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Audi Q8 50 TDI Quattro Tiptronic	5 door SUV	V6 3.0 litre diesel	AWD	✓	✓
Audi Q8 55 TFSI Quattro Tiptronic	5 door SUV	V6 3.0 litre petrol	AWD	✓	✓
Audi SQ8 Quattro Tiptronic	5 door SUV	V8 4.0 litre diesel	AWD	-	✗
Audi SQ8 TFSI Quattro Tiptronic	5 door SUV	V8 4.0 litre petrol	AWD	✗	✗
Audi Q8 60 TFSI e	5 door SUV	3.0 litre petrol hybrid	AWD	✗	✗

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION



93%

35.35 POINTS
OUT OF 38

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

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

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

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#	8.00 (out of 8)
OBLIQUE POLE#	7.61 (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:	-2.00 pts (shoulder belt load)

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:	Nil



Driver

Head:	4.00 points
Chest:	3.22 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)

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



88%

43.22 POINTS
OUT OF 49

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

The Audi Q8 is fitted with lower ISOFix anchorages for the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions and one of the two selected convertible seats could not be correctly installed in rearward-facing mode using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.22 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/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

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.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



88%

43.22 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 F	Booster - 4 to 10 years	×	●	●	–	–	–
	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%

34.47 POINTS
OUT OF 48

The bonnet of the Audi Q8 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only on the stiff windscreen pillars and front edge of the bonnet surface. Protection of the pelvis area was mostly POOR, while the bumper showed GOOD results for leg impacts.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in all daylight scenarios. In cyclist test scenarios, the AEB system offered GOOD performance. The system's overall performance was classified as GOOD.

HEAD IMPACTS	16.88 (out of 24)
UPPER LEG IMPACTS	1.81 (out of 6)
LOWER LEG IMPACTS	5.92 (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		
						FORWARD COLLISION WARNING							
	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%)
	DAY	NIGHT	DAY	NIGHT	DAY	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	—	GOOD	ADEQUATE	GOOD	GOOD	—	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	GOOD										GOOD		

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



75%

9.78 POINTS
OUT OF 13

The Audi Q8 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), lane departure warning (LDW) and blind spot monitoring (BSM).

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

Tests of LSS functionality showed ADEQUATE performance in lane keep assist scenarios, and ADEQUATE 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.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	3.00 (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













75%






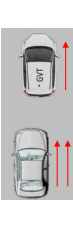




9.78 POINTS
OUT OF 13

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 AVAILABLE]
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 Q8 V6 S Line LHD
2019
5 door SUV
3.0 litre diesel
December 2019
August 2023