

# Crash Tests

## New Car Safety

### Audi Q7

06/2006 on 01/0001 - Frontal+Side+Head

#### Overall Evaluation



**Overall Score**  
Variant: VR6

**29.92 out of 37**  
Engine: 3.6 Litre V6  
Category: Large SUV

The left-hand-drive European model Audi Q7 was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

#### Model History and Safety Features

The tested model of Audi Q7 was introduced in Australia during 2006.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Audible seat belt reminders are fitted to both front seats but were not eligible for bonus points.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

#### Overall Evaluation: 4

The Audi Q7 scored 11.92 out of 16 in the offset crash test. The passenger compartment held its shape well except for footwell deformation. Protection from serious leg injury was marginal for the driver.

The vehicle scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

#### Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 2.92pts, upper legs 2pts, lower legs 3pts.

The passenger compartment held its shape well, except that there was separation of footwell panels. The clutch pedal moved rearwards 77mm and upwards 11mm. The steering wheel hub moved forwards 35mm, downwards 19mm and sideways 13mm. The front ("A") pillar moved 45mm rearwards. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

#### Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

#### Pedestrian rating (v4.1)



Child head impacts: 4.  
Adult head impacts: 5.35.  
Upper leg impacts: zero.  
Lower leg impacts: 6.  
Total (out of 36): 15.35.

Offset crash test at 64km/hr



#### Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	205	390	14
- Acceleration (g for 3ms)	36	47.2	12.4
Neck			
- Shear (kN)	0.31	0.09	
- Tension (kN)	0.94	0.75	
- Extension (Nm)	10.6	13	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	29.59	19.02	6.16
- Viscous Criterion (m/s)	0.12	0.05	0.01
Abdomen			
- Force (kN)			0.11
Pelvis			
- Force (kN)			0.56
Upper Legs Force (kN)			
- Left	0.8	0	
- Right	0.91	1.18	
Knee Displacement (kN)			
- Left	0	0.55	
- Right	0	0	
Lower Legs Force (kN)			
- Left	1.94	2.3	
- Right	1.29	1.99	
Index (Upper   Lower)			
- Left	0.57   0.22	0.46   0.15	
- Right	0.31   0.21	0.53   0.22	

#### Bonus points (maximum 5)

Pole Test: 2 points  
Seat Belt Reminders: Zero points

#### Modifiers for offset test scores

Head		no deduction
Chest		no deduction
Upper leg	Variable & Conc. loading	2 pt deduction, L & R
Lower leg		no deduction
Foot score	Footwell rupture	3 points
Structure		

#### Modifiers for side impact test scores

Head		no deduction
Chest		no deduction
Upper leg		
Lower leg		
Foot score		
Structure		



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