

AUDI Q6 E-TRON



APPLIES TO

All variants

VEHICLE TYPE

Medium SUV

ENGINE / MOTOR TYPES

Battery Electric

BUILT FROM
NZ: September 2024
AU: October 2024

ON SALE FROM
NZ: November 2024
AUS: January 2025

MODEL SERIES
GF

RATING CRITERIA

2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest,
side head, centre



ANCAP
SAFETY

TESTED
2024



The Audi Q6 e-tron was introduced in New Zealand in November 2024 and Australia in January 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with speed sign recognition, are standard equipment.

ASSESSMENT SCORES



Adult Occupant Protection

91%

36.57 out of 40



Child Occupant Protection

87%

42.87 out of 49



Vulnerable Road User Protection

81%

51.51 out of 63



Safety Assist

82%

14.19 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Audi Q6 e-tron	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	-
Audi Q6 e-tron Performance	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓
Audi Q6 e-tron quattro ◆	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	✓
Audi SQ6 e-tron	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	✓
Audi Q6 Sportback e-tron	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	-
Audi Q6 Sportback e-tron Performance	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	-
Audi Q6 Sportback e-tron quattro	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	-
Audi SQ6 Sportback e-tron	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

91%

36.57 out of 40

FRONTAL OFFSET (MPDB)[#]
5.58 points out of 8

FULL WIDTH FRONTAL[#]
7.72 points out of 8

SIDE IMPACT[#]
6.00 points out of 6

OBLIQUE POLE[#]
5.65 points out of 6

WHIPLASH PROTECTION
3.94 points out of 4

FAR SIDE IMPACT
4.00 points out of 4

RESCUE & EXTRICATION
3.67 points out of 4

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

The passenger compartment of the Audi Q6 e-tron remained stable in the **frontal offset (MPDB)** test. Dummy readings for the driver and front passenger showed GOOD protection for all critical body regions and maximum points were scored.

The front structure of the Audi Q6 e-tron presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.83 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was GOOD for all critical body areas. Protection was ADEQUATE for the chest of the rear passenger, with GOOD protection for all other critical body areas.

In the **side impact** test, protection offered to all critical body regions was GOOD and maximum points were scored in this test.

In the **oblique pole** test, chest protection for the driver was ADEQUATE, with GOOD protection of all other critical body areas.

The Audi Q6 e-tron is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Audi Q6 e-tron would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions -4.83 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	4.00 pts	2.88 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



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

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	3.08 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

91%

36.57 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	DRIVER
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.94 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

87%

42.87 out of 49

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
11.62 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.25 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was **GOOD** and the Audi Q6 e-tron scored maximum points in these tests.

The Audi Q6 e-tron is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the convertible seats in rearward-facing mode and one of the booster seats could not be correctly installed in the centre rear position.

FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorage	✗	●	✗	-	-
Top Tether Anchorage	✗	●	●	-	-
Airbag Disabling	✗ / ●*	-	-	-	-
Child Presence Detection	●	●	●	-	-
0.25 pts (out of 4.00pts)					

* Not available on Australian vehicles, but standard on New Zealand vehicles.

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE ^{**}	FRONT ROW PASSENGER	2nd ROW			3rd ROW		
		L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	-	-	-
	Booster - 4 to 8 years	✗	●	●	-	-	-
ISOFIX	Booster - 4 to 10 years	✗	●	●	-	-	-
	Rearward-facing capsule	✗	●	-	●	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-

● INSTALL WITHOUT PROBLEM ○ INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australian 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 Australian child restraints - see www.childcarseats.com.au.

* 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 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.



Vulnerable Road User Protection

81%

51.51 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.64 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.84 points out of 9
PELVIS PROTECTION 1.77 points out of 4.5	AEB PEDESTRIAN (Forward) 6.26 points out of 7	AEB MOTORCYCLE 6.00 points out of 6
FEMUR PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Backover) 0.00 points out of 2	LSS MOTORCYCLE 2.50 points out of 3

In **physical impact** tests, the bonnet and windscreens of the Audi Q6 e-tron 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 windscreens, on the stiff windscreen pillars and front edge of the bonnet surface.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while protection of the femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** forward scenarios, including in turning scenarios, with collisions avoided or mitigated in most tests. The AEB system fitted to Australian and New Zealand variants includes AEB functionality when reversing, however this was not fitted to the test vehicle and therefore **AEB Backover** tests were not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios.

The vehicle prevented opening of the driver door when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB and LSS motorcyclist** tests, including in turning and some overtaking scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Active Front Assist						
Type	Autonomous emergency braking with forward collision warning						
Operational From	5-85 km/h						
	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (far-side)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (far-side)
AEB CYCLIST TEST SCENARIOS (forward)	DAY	DAY	DAY	DAY	DAY	DAY	DAY
							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	●
Warning or retention (all other doors)	●

● PASS ✗ FAIL - N/A

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

 NOT TESTED



Vulnerable Road User Protection

81%

51.51 out of 63

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
AEB PEDESTRIAN TEST SCENARIOS (reverse)	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE			NOT TESTED	

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 (farside), car turning	Adult crossing side road (nearside), car turning					
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
 AEB PEDESTRIAN TEST SCENARIOS (forward)											

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	Turning across the path of an oncoming motorcycle	
	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED
				
AEB (10-50km/h)				10km/h
FCW (30-80km/h)				15km/h
PERFORMANCE		GOOD		20km/h
			PERFORMANCE	GOOD

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Departure Warning
Operational From	65-175 km/h

Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS				
Car-to-Motorcycle				
PERFORMANCE				GOOD



Safety Assist

82%

14.91 out of 18

SEAT BELT REMINDERS 1.00 points out of 1	AEB / AES (Car-to-Car) 4.00 points out of 4	LANE SUPPORT SYSTEMS 3.00 points out of 3
DRIVER MONITORING 0.25 points out of 2	AEB / AES (Junction & Crossing) 4.00 points out of 4	
SPEED ASSISTANCE SYSTEMS 2.16 points out of 3	AEB / AES (Head-On) 0.50 points out of 1	

The Audi Q6 e-tron is fitted as standard with a range of safety assist features including an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

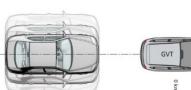
Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. Tests of the **AEB Head-On** system functionality also showed MARGINAL performance.

Tests of lane support system functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limiter (ISL) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver monitoring system (DMS) detecting driver drowsiness (indirect) is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Active Front Assist			
Type	Autonomous emergency braking with forward collision warning with emergency steering assist			
Operational From	5-250 km/h			
	Driving towards a stationary car	Driving towards a slower moving car	Driving towards a lightly braking car	Driving towards a heavily braking car
	OFFSETS +/- 50%, 75%, 100%	OFFSETS +/- 50%, 75%, 100%	HEADWAY 12m & 40m	HEADWAY 12m & 40m
				
TEST VEHICLE SPEED	10km/h	15km/h	20km/h	25km/h
AEB				
				
FCW				
				
PERFORMANCE	GOOD	GOOD	GOOD	GOOD



Safety Assist

82%

14.91 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

TARGET VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
Start from stop	-	-	-					
10km/h	GOOD	GOOD	GOOD	-	-	-	-	-
15km/h	GOOD	GOOD	GOOD	-	-	-	-	-
20km/h	GOOD	GOOD	GOOD	-	-	-	-	-
30km/h	-	-	-					
40km/h	-	-	-					
50km/h	-	-	-					
60km/h	-	-	-					
PERFORMANCE	GOOD			GOOD				

TEST VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle		
	50km/h	70km/h	
Travelling straight			-
Lane change			-
			PERFORMANCE
			MARGINAL

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Departure Warning
Operational From	65-175 km/h

TEST SCENARIOS Car-to-Car	Dashed line		Solid line		PERFORMANCE
	LANE KEEP ASSIST (LKA)	TEST SCENARIOS Car-to-Car	LANE KEEP ASSIST (LKA)	TEST SCENARIOS Car-to-Car	
					GOOD

TEST SCENARIOS Car-to-Car	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge	Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
EMERGENCY LANE KEEPING (ELK)							
TEST SCENARIOS Car-to-Car							
PERFORMANCE					GOOD		

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED
 NOT TESTED



Safety Assist

82%

14.91 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✗	✗
Fatigue	●	✗
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE

Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	✗
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	●	●
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	●
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ○ AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Audi Q6 e-tron quattro LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
March 2025