

AUDI A1

AUS: NOVEMBER 2019 - ONWARDS

NZ: MAY 2019 - ONWARDS

ALL VARIANTS



TESTED
2019



95%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



73%

VULNERABLE ROAD USER
PROTECTION



82%

SAFETY
ASSIST



AUDI A1

OVERVIEW

The Audi A1 was introduced in New Zealand in May 2019 and Australia in November 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) airbags are standard.

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

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

LIGHT CAR

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Audi A1 30TFSI ♦	5 door hatch	1.0 litre petrol	FWD	✓	✓
Audi A1 30TFSI S-Line	5 door hatch	1.0 litre petrol	FWD	✓	✓
Audi A1 35TFSI	5 door hatch	1.5 litre petrol	FWD	✓	-
Audi A1 35TFSI S-Line	5 door hatch	1.5 litre petrol	FWD	✓	-
Audi A1 40TFSI S-Line	5 door hatch	2.0 litre petrol	FWD	✓	-



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT (LHD)

ADULT OCCUPANT PROTECTION



95%

36.22 POINTS
OUT OF 38

The passenger compartment of the Audi A1 remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and lower legs of both the driver and front passenger, with GOOD protection offered to all other body regions.

In the full width frontal test, protection for the driver's chest was rated as ADEQUATE and protection for the rear passenger's chest was MARGINAL.

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#	7.67 (out of 8)
FULL WIDTH FRONTAL#	7.43 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.55 (out of 8)
WHIPLASH PROTECTION	1.58 (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:	3.47 pts
Upper legs:	4.00 pts
Lower legs:	3.87 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.91 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:	4.00 pts
Chest:	2.47 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:	3.10 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.20 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



88%

43.38 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as ADEQUATE.

In the side impact test, protection of all critical body areas was GOOD for both child dummies and maximum points were scored.

The Audi A1 is fitted with lower ISOFix anchorages on 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, 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.

DYNAMIC TEST (FRONT)	15.76 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.62 (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%

43.38 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)	×	●	–	●	–	–
	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–

* 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



73%

35.06 POINTS
OUT OF 48

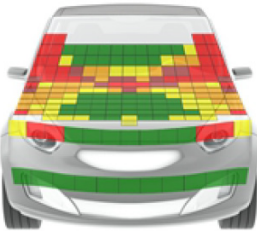
The bonnet of the Audi A1 provided GOOD to MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided GOOD protection to pedestrians' legs.

The AEB system offered MARGINAL to GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated at all test speeds. The system's overall performance was classified as GOOD.

HEAD IMPACTS	14.06 (out of 24)
UPPER LEG IMPACTS	4.07 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.92 (out of 6)
AEB - Cyclist	6.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Audi Pre Sense Front
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-250 km/h
DESCRIPTION: System functions in the daytime and night-time

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		FORWARD COLLISION WARNING	Cyclist crossing from kerb		Cyclist travelling along road (50%)	FORWARD COLLISION WARNING	Cyclist travelling along road (25%)		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY		
PERFORMANCE	GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD	

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



82%

10.68 POINTS
OUT OF 13

The Audi A1 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 showed ADEQUATE and GOOD performance with collisions avoided or mitigated in most test scenarios. Overall, effectiveness of AEB system performance in highway speed scenarios was rated GOOD.

A lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW) is standard. A blind spot monitoring system (BSM) is not available on Australian vehicles built prior to June 2023 or New Zealand vehicles. Tests of LSS functionality showed GOOD performance, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios.

A manually-set speed assistance system (SAS) is also standard. This system allows the driver to set the maximum speed of the vehicle. 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

3.50 (out of 4)

AEB - Interurban

2.93 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: 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	GOOD	-	-	-	-	GOOD

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

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	NOT STANDARD



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST













82%










10.68 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME:	Audi Pre Sense Front
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-80 km/h
DESCRIPTION:	Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	PASS

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	●	●	●
Audible	●	●	●

● 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 on Australian vehicles built from June 2023.

● 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 A1 Sportback LHD
2019
5 door hatchback
1.5 litre petrol
November 2019
November 2023