



Audi A4
Large Family Car

2015



Adult Occupant



90%

Child Occupant



87%

Pedestrian



75%

Safety Assist



75%

SPECIFICATION

| | |
|-------------------------------|-------------------------------|
| Tested Model | Audi A4 2.0 TDI S tronic, LHD |
| Body Type | 4 door saloon |
| Year Of Publication | 2015 |
| Kerb Weight | 1564kg |
| VIN From Which Rating Applies | all A4s |
| Class | Large Family Car |

ADVANCED REWARDS

- 2012 - Audi Pre-Sense Basic
- 2012 - Audi Secondary Collision Brake Assist

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | — |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✘ | ✘ | — |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ○ |
| Side pelvis airbag | ✘ | ✘ | ✘ |
| CHILD PROTECTION | | | |
| Isofix | — | ○ | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |
| OTHER SYSTEMS | | | |
| Active Bonnet (Hood) | ● | | |
| ESC | ● | | |
| AEB City | ● | | |
| AEB Inter-Urban | ● | | |
| Speed Assistance System | ● | | |
| Lane Assist System | ○ | | |

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard ○ Fitted to test car as option — Not applicable ✘ Not available
 ○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 34.5 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.1 Pts

Passenger Driver

Frontal Full Width 7 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.4 Pts

Front seat Rear seat

Lateral Impact 15 Pts

Car Pole

AEB City 3

Performance: ■ Good

 ADULT OCCUPANT

Total 34.5 Pts / 90%

Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset crash. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. Audi showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of the driver dummy was good for all body areas apart from the chest, which was adequately protected. Protection of the chest of the rear passenger dummy was marginal, and that of other body areas was good. In side barrier test, the A4 scored maximum points, with good protection of all critical parts of the body. However, in the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the chest. The seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good protection there too. The new A4 has an autonomous emergency braking system as standard. This operates from the low, city speeds at which many whiplash injuries are caused and showed good performance in Euro NCAP's tests.

CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

24 Pts

18 months old child 12 Pts



Tested restraint (Fit):
Audi ISOFIX basis + Kindersitz G1

■ Good

36 months old child 12 Pts



Tested restraint (Fit):
Audi ISOFIX basis + Kindersitz G1

■

Safety Features

7 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix | ○ | ● | ✗ |
| i-Size | ✗ | ● | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 Pts

● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



CHILD OCCUPANT

Total 43 Pts / 87%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 43 Pts / 87%

| | Seat Position | | | |
|--|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Römer King Plus (Belt) | ● | ● | ● | ● |
| Römer Duo Plus (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyFix (Belt) | ● | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (ISOFIX) | ✘ | ● | ✘ | ● |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Maxi Cosi Pearl & Familyfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (ISOFIX) | ✘ | ● | ✘ | ● |

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed


Comments on Child Occupant

Both child dummies were sat in rearward-facing restraints in the dynamic impact tests. The test results showed good protection for both the 1½ and 3 year dummies and the A4 scored maximum points for this part of the assessment. The passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the A4 is designed could be properly installed and accommodated in the car.

 PEDESTRIAN PROTECTION

Total 27.4 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---|---|-------------|----------|---------------|---------|------------|---------|
| Pedestrian Protection | 27.4 Pts | | | | | | |
|  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.3 Pts</td> </tr> </table> | Head Impact | 16.6 Pts | Pelvis Impact | 5.5 Pts | Leg Impact | 5.3 Pts |
| Head Impact | 16.6 Pts | | | | | | |
| Pelvis Impact | 5.5 Pts | | | | | | |
| Leg Impact | 5.3 Pts | | | | | | |

Comments on Pedestrian

The Audi A4 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and the system triggers actuators which lift the bonnet, creating more space between the surface and the hard structures in the engine compartment. Audi showed that the system worked robustly for many pedestrian statures and across a broad speed range, so the system was tested in the deployed position. Good or adequate results were recorded on almost every test location. The protection provided to the leg by the bumper, and that provided to the pelvis, ranged from marginal to good. The A4's standard-fit autonomous emergency braking system recognises pedestrians as well as other cars. Euro NCAP will start to assess the performance of such functionality in 2016 so the system cannot be rewarded here.

 SAFETY ASSIST

Total 9.9 Pts / 75%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

| | |
|----------------------------------|--------------------|
| System Name | Speedlimiter (MSA) |
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set |

Electronic Stability Control

3 Pts

| PERFORMANCE | | |
|-------------------------------------|-----------|------------------------|
| Vehicle Yaw Rate @ COS + 1.00 s | 8.900001% | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s | 2.6% | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 3.45 m | meets ECE requirements |

Seat Belt Reminder

3 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 9.9 Pts / 75%

AEB Interurban

2.5 Pts

| | |
|------------------------|---|
| System Name | Audi Pre Sense City |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 10 Km/h |
| Additional Information | Default On; Supplementary Warning |

PERFORMANCE |

| | | |
|-----------------------------------|-----------------------------|--|
| Operational Speed | 30-85 Km/h | 10-250 Km/h |
| | Autobrake Function Only | Driver reacts to warning |
| Approaching a stationary car | --- | Crash avoided up to 40km/h. Crash speed reduced up to 80km/h. |
| | Crash avoided up to 70km/h. | Crash avoided up to 70km/h. Crash speed reduced up to 80km/h. |
| FOLLOWING A CAR AT SHORT DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Mitigation | Mitigation |
| FOLLOWING A CAR AT LONG DISTANCE | | |
| Car in front brakes gently | Mitigation | Mitigation |
| Car in front brakes harshly | Avoidance | Avoidance |

Comments on Safety Assist

Electronic stability control is standard, together with a seatbelt reminder for the front and rear seats. The standard-fit autonomous emergency braking system operates at highways speeds and performed well in Euro NCAP's tests. A driver-set speed limiter is standard equipment while a speed limit information function is an option that did not qualify for assessment as it is not expected to be sold in sufficient numbers. Likewise, a lane departure warning system is available as an option but is not expected to be fitted in sufficient numbers to qualify for assessment.