AUDI E-TRON

AUS: LATE 2020 - ONWARDS
NZ: JULY 2019 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2019 ★★★★★

91%
ADULT OCCUPANT PROTECTION

88%
CHILD OCCUPANT PROTECTION

71%
VULNERABLE ROAD USER PROTECTION

78%
SAFETY ASSIST

AUDI E-TRON

OVERVIEW

The Audi e-tron was introduced in New Zealand in July 2019 and Australia in late 2020. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting airbags and side head-protecting (curtain) airbags 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 emergency lane keeping (ELK) are standard.

ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2019
VEHICLE TYPE	MEDIUM SUV
AIRBAGS	Dual frontal, side chest, side head (1st & 2nd rows)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Audi e-tron 50 Quattro	5 door SUV	Battery Electric Vehicle	AWD	✓	✓
Audi e-tron 55 Quattro	5 door SUV	Battery Electric Vehicle	AWD	✓	✓
Audi e-tron 55 Quattro Advanced	5 door SUV	Battery Electric Vehicle	AWD	-	✓

✓ COVERED BY THIS RATING ✕ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

91%

34.85 POINTS
OUT OF 38

The passenger compartment of the Audi e-tron remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's lower legs and the chest of both the driver and front passenger. Protection for all other critical body regions was GOOD.

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

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

In the oblique pole test, chest protection for the driver was WEAK. All other critical body regions saw GOOD results.

The autonomous emergency braking (AEB) system showed GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.42	(out of 8)
FULL WIDTH FRONTAL#	7.56	(out of 8)
SIDE IMPACT#	8.00	(out of 8)
OBLIQUE POLE#	6.45	(out of 8)
WHIPLASH PROTECTION	1.59	(out of 2)
AEB - City	3.83	(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:	3.06 pts
Upper legs:	4.00 pts
Lower legs:	3.78 pts
Deductions:	Nil

Front Passenger

Head / neck:	4.00 pts
Chest:	3.91 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)

Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.34 pts
Upper legs:	4.00 pts
Deductions:	Nil

Rear Passenger

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.91 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

OBLIQUE POLE TEST (32 KM/H)

Driver

Head:	4.00 points
Chest:	0.91 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST

Rear Passenger

Driver / Front Passenger

Rear:	0.38 points
Front:	1.22 points

AEB - CITY (10-50 KM/H)

Score: 3.83 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

88%

43.16 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though the Type A capsule could not be correctly installed in the centre rear position.

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

DYNAMIC TEST (FRONT)	15.35 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (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%

43.16 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW 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	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 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)	✕	●	–	●	–	–	–

* 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%

34.38 POINTS
OUT OF 48

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while POOR results were recorded at the rear of the bonnet, 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. The bumper provided GOOD protection to pedestrians' legs.

The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios and ADEQUATE performance in some night-time scenarios. In cyclist test scenarios, the AEB system offered GOOD performance. The system's overall performance was classified as GOOD.

HEAD IMPACTS	15.23	(out of 24)
UPPER LEG IMPACTS	3.48	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	4.59	(out of 6)
AEB - Cyclist	5.08	(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

	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 Adult walking along road		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	
TEST SCENARIO																
PERFORMANCE	–						–									
	GOOD												GOOD			

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

78%

10.21 POINTS
OUT OF 13

The Audi e-tron 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 GOOD performance with collisions avoided or mitigated in all test scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

Tests of LSS functionality showed ADEQUATE performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall performance of the LSS system was classified as ADEQUATE.

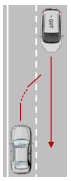
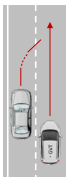
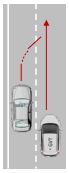
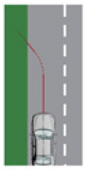
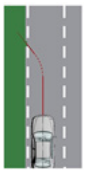
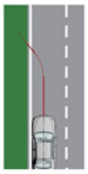
A driver-set speed limiter is standard equipment. A speed limit information function (SLIF) is not available.

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	2.96 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Departure Warning
OPERATIONAL FROM: 65-250 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
TEST SCENARIO								
PERFORMANCE						–		
	ADEQUATE							

LANE KEEP ASSIST (LKA)

	Dashed Line				Solid Line				Road Edge	
TEST SCENARIO										
PERFORMANCE									–	–
	ADEQUATE									

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	
Lane Departure Warning (LDW)	PASS
Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

78%

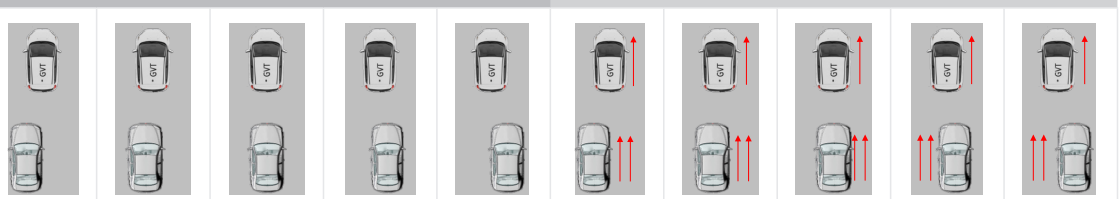
10.21 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

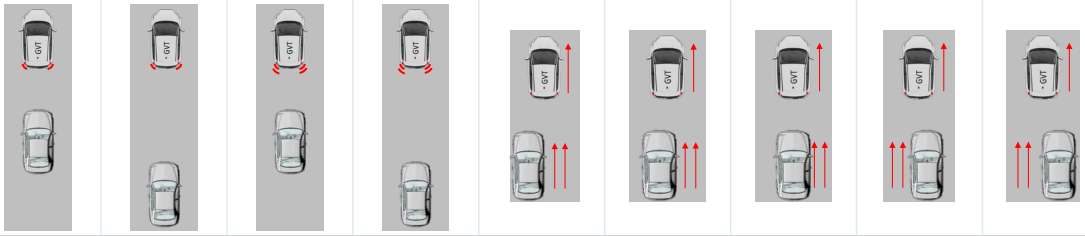
SYSTEM NAME: Audi Pre Sense
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-250 km/h
DESCRIPTION: Defaults ON for every journey

	HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	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 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	Audi e-tron LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Battery Electric Vehicle (BEV)
RATING PUBLISHED	April 2020
RATING UPDATED	N/A