

# Audi Q5

Audi Q5 2.0TDI "Steppe", RHD

2009 ★★★★★



## ADULT OCCUPANT

Total 33 pts | 92%

### FRONTAL IMPACT

14,7 pts



Driver



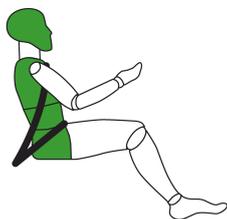
Passenger

### SIDE IMPACT CAR

8 pts

### SIDE IMPACT POLE

7,3 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,3 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	3mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	yes: steering column
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 8mm
Upward pedal movement	accelerator - 12mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Single control manual, continuous adjustment
Head restraint type	Passive
Geometric assessment	0,7 pts

#### TESTS

- High severity	2,2 pts
- Medium severity	2,6 pts
- Low severity	2,4 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 41 pts | 84%

### 18 MONTH OLD CHILD

**Restraint** Fair G0/1 ISOFIX  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 12 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Fair G0/1 ISOFIX  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 12 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

5 pts

**Airbag warning Label**

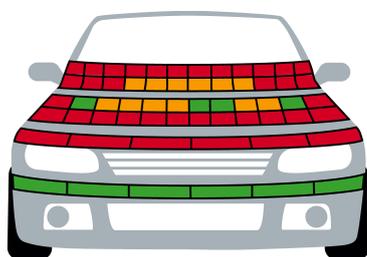
Pictogram warning label on B-pillar

## PEDESTRIAN

Total 12 pts | 32%

## SAFETY ASSIST

Total 5 pts | 71%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 5,5 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE

0 pts

- 0, not available

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- standard

### SEATBELT REMINDER

2 pts

- driver 1 pts  
 - passenger 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

Tested model	Audi Q5 2.0TDI "Steppe", RHD
Body type	5 door SUV
Year of publication	2009
Kerb weight	1660kg
VIN from which rating applies	applies to all Q5s

### SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	adaptive
Driver frontal airbag	adaptive
Front passenger frontal airbag	adaptive
Side body airbags	
Side head airbags	

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal test, the screen pillar moving rearwards only 3mm. Adaptive airbags and seatbelts tailor the timing and the degree of restraint to suit the size of the occupant and the severity of the impact. Protection of the passenger was good for all parts of the body. For the driver, the steering column presented a risk of injury to femurs. The car scored maximum points for its performance in the side barrier test with good protection of all body regions. In the side pole test, chest protection was marginal. The seat and head restraint provided good protection against whiplash injuries.

### Child occupant

Based on dummy readings, maximum points were scored for the protection provided to both the 3 year and the 1½ year children in the frontal and side impact tests. Forward movement of the head of the 3 year child, sat in a forward-facing seat, was not excessive in the frontal impact and the heads of both dummies were contained by the restraints in the side impact. The passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear.

### Pedestrian

The bonnet offered poor protection in most areas likely to be struck by a pedestrian's head. Similarly, protection offered by the front edge of the bonnet to pedestrian's legs was poor. Only the bumper scored maximum points, offering good protection.

### Safety assist

Electronic stability control is standard equipment on the Q5 as is a seatbelt reminder system for the front seating positions.