

 Audi Q7

2026 | ★★★★★

 Standard

 Tested model
Audi Q7 TDI quattro 220kW, LHD

 Body type
SUV

 Kerb weight
2380 kg

 Class
Large SUV

 Rating applies to
all Audi Q7s

 Publication
October 2026


VERDICT

The Audi Q7 emerges from Euro NCAP's most recent testing regime with a well-deserved 5 star rating with excellent scores in all four stages of safety.

Safe Driving

The Audi Q7 correctly identifies seatbelt mis-use and recognises the presence of all rear seat occupants. There is no recognition of occupants sitting 'out of position', with their feet on the dashboard, for example, but occupant stature is correctly recognised, allowing the restraint system to be adjusted appropriately. The Audi Q7 is not equipped with Child Presence Detection as standard, which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The Q7 makes good use of manual controls for comfort and infotainment and scores full points for its driving controls. The speed assistance system of the Audi Q7 proved very effective. In a test drive of around 2000 km through Germany, Austria, Hungary and Slovenia, the

system correctly identified the limit in 87 percent of cases, representing 95 percent of the distance covered. The car scored well in an evaluation of its adaptive cruise control system, relying more on emergency braking (assessed in Crash Avoidance) for vulnerable road users.

Crash Avoidance

The Audi Q7 is equipped with all of the latest crash avoidance technologies, and scores well for most of them. The car protects against 'dooring', where a door is opened into the path of a cyclist approaching from behind.

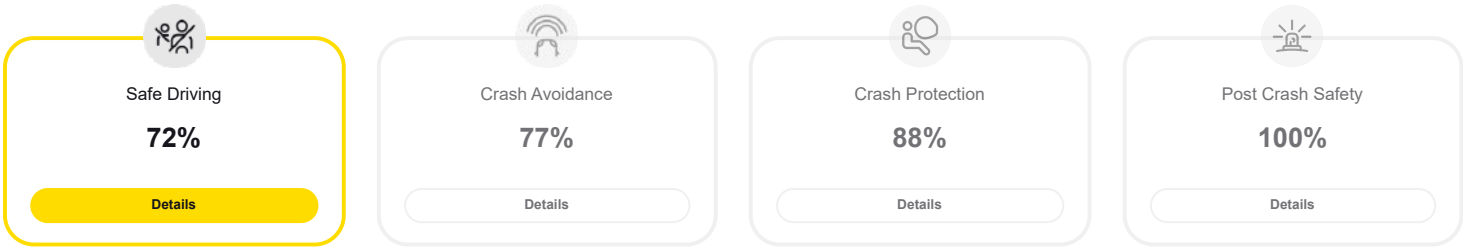
Crash Protection

Protection of all occupants – adults and children - was good or adequate in both the frontal offset test and the full-width impact. Additional data and validated computer modelling demonstrated good or adequate protection in various combinations of test configuration and occupant stature. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after

the test, revealed that the AUDI Q7 would be a somewhat aggressive impact partner in a frontal collision. Good protection was provided to all critical body areas in the side barrier test and in the more severe side pole impact. The Audi Q7 has a centre airbag to protect against occupant-to-occupant injuries in a side impact. The airbag performed well in Euro NCAP's test, with good protection of the front seat occupants' heads. Protection of vulnerable road users was mixed: generally good for the head of a struck pedestrian but poor for the head of a struck cyclist; good at all test points for the femur and the knee and tibia, but more mixed for the pelvis.

Post Crash

The Audi Q7 scored maximum points for post-crash safety. Third Party Service (TPS) eCall is available and, in the event of a crash, the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Audi Q7 also scored full points for its provisions for quick and safe extrication by first responders.



Vehicle assistance

82%

Speed assistance

Speed limit information	75%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	90%
Car-to-motorcyclist	94%
Car-to-VRU	50%
Additional features	

Steering assistance

Steering assistance	100%
Lane change assist	0%



Safe Driving

72%

Details



Crash Avoidance

77%

Details



Crash Protection

88%

Details



Post Crash Safety

100%

Details

Frontal collisions



Car & motorcyclist	
Rear-end & head-on	93%
Junction – turning	95%
Junction – crossing	54%

Pedestrian & cyclist	
Moving in same direction	92%
Turning	67%
Crossing	72%

Lane departure collisions



Single vehicle	
Driver acceptance	100%
Lane departure	88%

Car & motorcyclist	
Car-to-car	95%
Car-to-motorcyclist	64%

Low speed collisions



Car & motorcyclist	
Junction – turning	100%
Junction – crossing	86%

Pedestrian & cyclist	
Crossing	33%
Manoeuvring	30%
Dooring	100%

Full width



Virtual testing & sled

Driver	92%
Front passenger	97%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100%

Side mobile barrier

Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole

Driver



Side pole



Far-side

Occupant-to-occupant



Side mobile barrier



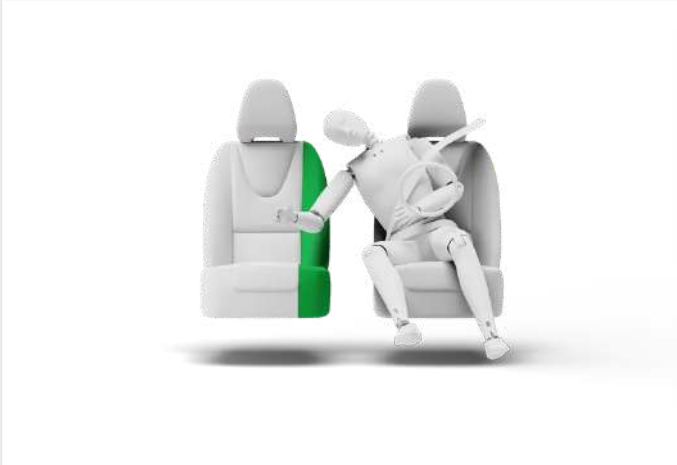
Side pole



Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

84%

Dynamic

Driver

73%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%



VRU impact

72%

Head impact	
Cyclist	23%
Adult pedestrian	87%
Child pedestrian	58%

Head impact



Pelvis & leg impact

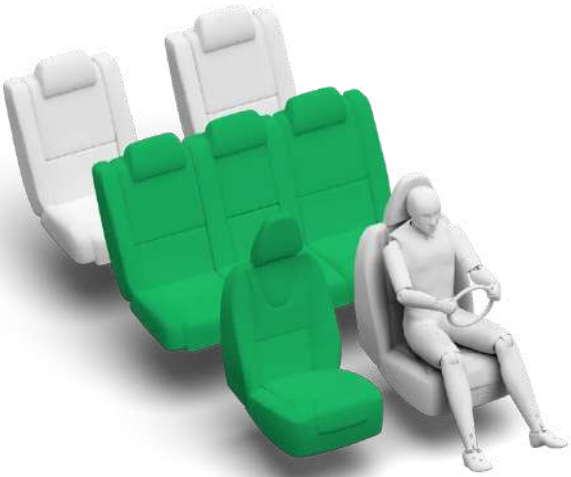
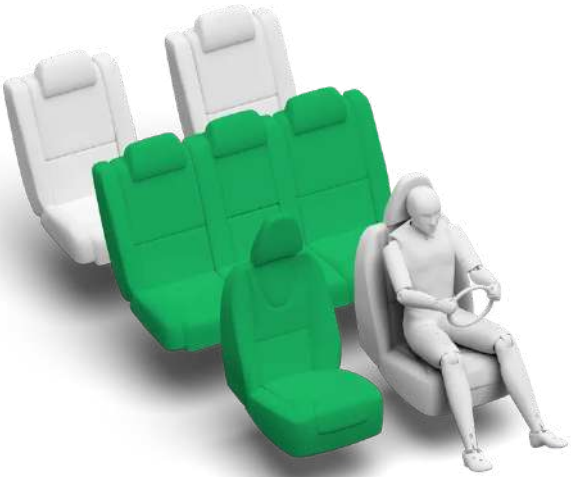
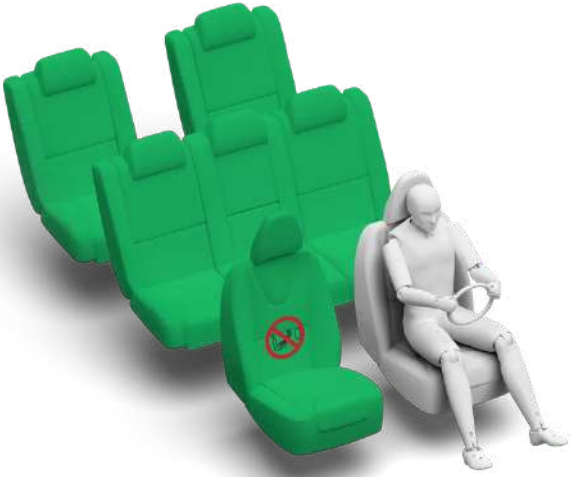
Pelvis	40%
Femur	100%
Knee & tibia	100%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled	Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled
	
Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled	
	

Easy installation

Difficult installation

Safety critical installation

Installation not allowed

Airbag ON



Safe Driving

72%

Details



Crash Avoidance

77%

Details



Crash Protection

88%

Details



Post Crash Safety

100%

Details

Post Crash Safety

100%

Rescue information	
	100%
Rescue guide	100%
Post crash intervention	
Advanced eCall	100%
Hazard light activation	100%
Vehicle extrication	
Energy management	100%
Occupant extrication	100%

Safety equipment

Safe Driving	
Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	✓
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✗
Steering assistance	✓
Crash Avoidance	
Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✗
Reverse Autonomous Emergency Braking	✗
Cyclist dooring	✓

Crash Protection			
	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	✓	✓
Integrated child seat	–	✗	✗
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	✓
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		✗	

Post Crash Safety	
Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✗
Automatic door unlocking	✓

Note: other equipment may be available on the vehicle but was not considered in the test year

✓ Fitted to the vehicle as standard

○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack

✗ Not available

– Not applicable

Rating validity

Annual reviews and facelifts			
Date	Event	Rating	Validity

Variants of model range				
Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Diesel - TDI quattro 220kW*	4x4	✓	✓
5 door SUV	Diesel - TDI quattro 180kW	4x4	✓	✓
5 door SUV	Petrol - TFSI quattro 270kW	4x4	✓	✓
5 door SUV	PHEV - TFSI eHybrid 360kW	4x4	✓	✓
5 door SUV	PHEV - TFSI eHybrid 290kW	4x4	✓	✓

* Tested variant