

Crash Tests

New Car Safety

AUDI A6 (LHD)

2004 on

Front+side+head airbags

Overall Evaluation



Overall score 33.3 out of 37

Variant: SEDAN

Eng: 2litre Diesel.

Kerb weight: 1540 kg

Category: LUXURY

Vehicles built: 2004

Test by Euro NCAP

Important note: The *left-hand-drive* European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Audi A6 was introduced in Australia during 2004.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. ABS brakes and electronic stability control are also standard. Advanced seat belt reminders are fitted to both front seats.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

OVERALL EVALUATION : 5 Stars

The Audi A6 scored 13.30 out of 16 in the offset crash test. There was a slight risk of serious chest and leg injury for the driver.

The vehicle scored 16 out of 16 in the side impact crash test. A further 2 points were scored in the optional pole test.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 3.48pts, upper legs 2pts (passenger), lower legs 3.82pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 48mm and the clutch upwards 5mm. The steering wheel hub moved forwards 13mm and sideways 13mm. The front ("A") pillar moved 4mm rearwards. The width of the driver's doorway shortened by 2mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. Glove box components were a potential source of injury for the passenger's knees.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 4pts, pelvis 4pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	155	246	45.7
Acceleration (g for 3ms)	32	38.22	23
Neck - Shear (kN)	0.13	0.65	-
Tension (kN)	1.1	1.12	-
Extension (Nm)	13.62	12.61	-
Chest Accln (g for 3ms)			
Compression (mm)	25.65	20.43	11.94
Viscous criterion (m/s)	0.1	0.05	0.05
Abdomen - Force (kN)	-	-	0.27
Pelvis - Force (kN)	-	-	1.05
Upper legs Force (kN)			
Left	1.04	1.85	
Right	1.06	1.17	
Knee displ (mm)			
Left	0.65	0.72	
Right	3.13	0.66	
Lower legs Force (kN)			
Left	1.26	1.97	
Right	1.79	1.96	
Index (Upper/Low)			
Left	0.32/0.23	0.34/0.27	
Right	0.26/0.44	0.35/0.23	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 2pts

Modifiers - offset test scores

Head No deduction
 Chest No deduction
 Upper leg Variable loading Drv 1 pt deduction L & R
 Variable & conc. loading Passn 2pt deduction L & R
 Lower leg No deduction
 Foot score Score 4 points

Modifiers - side impact test scores

Chest No deduction

Pedestrian rating (v4.1)

2.94 points out of 36.



Child head impacts 2.41pts; adult head impacts 0.53pts; upper leg zero pts and lower leg impacts zero pts.



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