

Crash Tests

New Car Safety

AUDI TT ROADSTER(LHD)

2003 on

Front+side+head airbags

Overall Evaluation



Overall score

27.54 out of 37

Variant:ROADSTER

Eng: 1.8 litre.

Kerb weight: 1400 kg

Category: SPORTS

Vehicles built: 2003

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 TT was introduced in Australia in 1999. These test results apply to vehicles built from 2003.

Dual front airbags and side airbags with head-protection are standard equipment. ABS brakes and electronic stability control are also standard.

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. Pretensioners are fitted to the seat belts to reduce slack in the event of a crash.

OVERALL EVALUATION : 4 Stars

The Audi TT scored 11.94 out of 16 in the offset crash test. Protection from serious leg injury was marginal for the driver.

The vehicle scored 14.60 out of 16 in the side impact crash test. There was a moderate risk of serious chest injury for the driver.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 1.87pts, upper legs 2pts, lower legs 3.07pts.

The passenger compartment held its shape reasonably well in the offset crash test. The clutch pedal moved rearwards by 55mm and upwards 48mm. The steering wheel hub moved rearwards 12mm, upwards 55mm and sideways 77mm. The front ("A") pillar moved 99mm rearwards. The width of the driver's doorway shortened by 20mm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's left knee was also at risk from unforgiving dash components.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 2.60pts, 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. The airbag did not deploy correctly and the vehicle earned one out of 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		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	234	196	56
Acceleration (g for 3ms)	38.28	32.9	20.59
Neck - Shear (kN)	0.42	0.5	-
Tension (kN)	0.37	0.73	-
Extension (Nm)	28.48	16.15	-
Chest Accln (g for 3ms)			-
Compression (mm)	29.9	29.89	29
Viscous criterion (m/s)	0.1	0.14	0.22
Abdomen - Force (kN)	-	-	0.58
Pelvis - Force (kN)	-	-	1.6
Upper legs Force Left (kN)	1.12	1.23	
Right (kN)	0.73	1.33	
Knee displ (mm) Left	0.76	0.67	
Right	0.61	2.12	
Lower legs Force Left (kN)	1.63	2.28	
Right (kN)	1.69	1.97	
Index (Upper/Low) Left	0.47/0.48	0.43/0.27	
Right	0.32/0.27	0.61/0.22	

Bonus points (maximum 5)

Pole Test: 1pt Seat belt reminders: Not eligible

Modifiers for offset test scores

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

Pedestrian rating (v4) Nil Stars

Zero points out of 36

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



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