

# TEST RESULTS

## VW up!

VW up! 1.0, LHD

2011



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

### ADULT OCCUPANT

Total 32 pts | 89%

#### FRONTAL IMPACT

14,2 pts



Driver



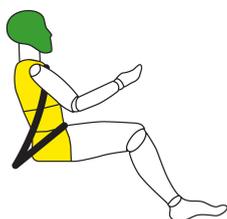
Passenger

#### SIDE IMPACT CAR

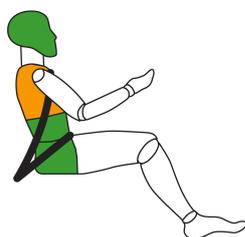
7,1 pts

#### SIDE IMPACT POLE

7,3 pts



Car



Pole

#### REAR IMPACT (WHIPLASH)

3,4 pts



#### FRONTAL IMPACT

##### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

##### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	4mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

##### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 37mm
Upward pedal movement	clutch - 28mm

#### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

#### WHIPLASH

Seat description	Cloth, 6 way manual
Head restraint type	Passive
Geometric assessment	1 pts

#### TESTS

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

# TEST RESULTS

## CHILD OCCUPANT

Total 39 pts | 80%

### 18 MONTH OLD CHILD

**Restraint** Bobsy G0+ 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** Bobsy G1 Isofix + TT  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 11,1 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

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

### SIDE IMPACT

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

### VEHICLE BASED ASSESSMENT

4 pts

**Airbag warning Label**

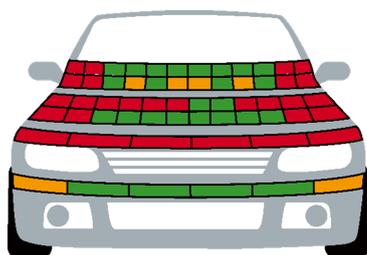
Non-permanent pictogram on B pillar

## PEDESTRIAN

Total 17 pts | 46%

## SAFETY ASSIST

Total 6 pts | 86%



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

**HEAD** 11,7 pts  
**PELVIS** 0 pts  
**LEG** 4,9 pts

### SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass  
 Yaw rate ratio (1.00s) 2,27 %  
 Yaw rate ratio (1.75s) 1,65 %  
 Lateral displacement (1.07s) 3,11 m

### SEATBELT REMINDER

3 pts

- driver Pass  
 - passenger Pass  
 - rear Pass

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	VW up! 1.0, LHD
<b>Body type</b>	3 door hatchback
<b>Year of publication</b>	2011
<b>Kerb weight</b>	855kg
<b>VIN from which rating applies</b>	applies to all up!s of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	Combined head/thorax airbag
<b>Electronic Stability Control</b>	Meeting fitment requirements
<b>Seatbelt Reminder</b>	driver, passenger and rear seats

## COMMENTS

### Adult occupant

In the frontal impact, the passenger compartment remained stable. Maximum points were scored for protection of the passenger dummy. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Volkswagen showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, most body areas had adequate protection. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the driver's chest. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

### Child occupant

Based on dummy readings in the dynamic tests, the up! scored maximum points for its protection of the three year dummy. In the frontal test, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of dangerous head contacts. 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 clear and the system was not rewarded by Euro NCAP. The dangers of using a rearward facing restraint in the passenger seat without first disabling the airbag are not clearly labelled in the car.

### Pedestrian

The bumper provided mostly good protection to pedestrians' legs. However, the front edge of the bonnet was poor in all areas tested and scored no points. In those areas where a child's head might strike, the bonnet provided poor protection. In those areas where an adult's head would strike, protection was mixed, some areas providing good protection and others poor.

### Safety assist

Electronic stability control is standard in most European countries but optional on some variants in some countries. Volkswagen provided information to show that it will meet Euro NCAP's fitment requirements for 2011, and the system passed the test requirements. A seatbelt reminder system is standard for the driver, passenger and rear seats. A speed limitation device is not offered on the up!