



Volkswagen Golf  
Standard Safety Equipment

2022



Adult Occupant



88%

Child Occupant



87%

Vulnerable Road Users



74%

Safety Assist



82%

## SPECIFICATION

Tested Model	VW Golf 1.5 TSI 'Life', TSI
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1316kg
VIN From Which Rating Applies	- all Golfs of the specification tested
Class	Small Family Car

### General comments

The Golf was originally assessed in 2019. The updated car has been reassessed against 2022 protocols, with some 2019 tests carried over where applicable.

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	✘	✘	✘
Centre Airbag	●	●	—
<b>CHILD PROTECTION</b>			
Isfix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

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

**ADULT OCCUPANT**

Total 33.7 Pts / 88%



**Frontal Impact** 12.7 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

**Lateral Impact** 15.3 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

**Rear Impact** 3.6 / 4 Pts

Rear Seat      Front Seat

**ADULT OCCUPANT**

Total 33.7 Pts / 88%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

## Comments

The passenger compartment of the Golf remained stable in the frontal offset test. Dummy numbers demonstrated good protection of the knees and femurs of both the driver and passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Golf would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, chest protection was marginal but that of other critical body regions was good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Golf has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Golf has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.

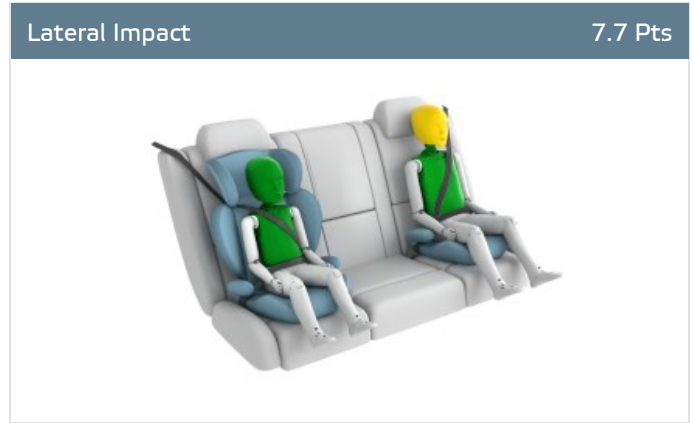
**CHILD OCCUPANT**

Total 42.9 Pts / 87%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts



Restraint for 6 year old child: *Volkswagen KidFix i-Size*  
 Restraint for 10 year old child: *Volkswagen KidFix i-Size*

**Safety Features**

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem   ● Install with care   ● Safety critical problem   ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.9 Pts / 87%

## ■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## Comments

With the exception of the neck of the 10 year dummy in the frontal impact, dummy readings indicated good or adequate protection of all critical body areas for both child dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. The status of the airbag is clearly indicated to the driver and the system was rewarded. All of the restraint types for which the Golf is designed could be properly installed and accommodated.

CHILD OCCUPANT

Total 42.9 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed   
 — Not available

Comments

With the exception of the neck of the 10 year dummy in the frontal impact, dummy readings indicated good or adequate protection of all critical body areas for both child dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. The status of the airbag is clearly indicated to the driver and the system was rewarded. All of the restraint types for which the Golf is designed could be properly installed and accommodated.



**VULNERABLE ROAD USERS**

Total 40.0 Pts / 74%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**VRU Impact Protection**

29.0 / 36 Pts



Head Impact	17.0 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

**Vulnerable Road Users**

11.0 / 18 Pts


System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	6 km/h



 VULNERABLE ROAD USERS

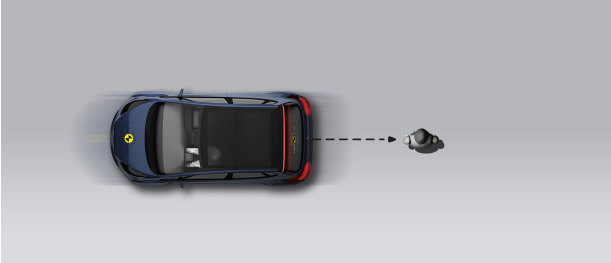
Total 40.0 Pts / 74%

AEB Pedestrian

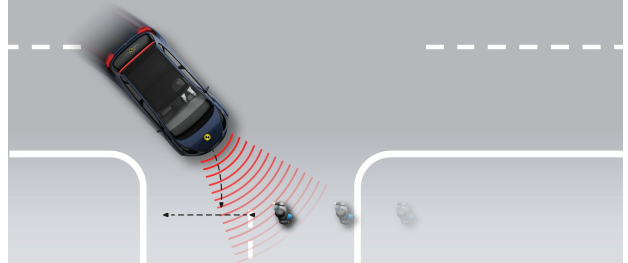
 5.5 / 9 Pts

■ Day time

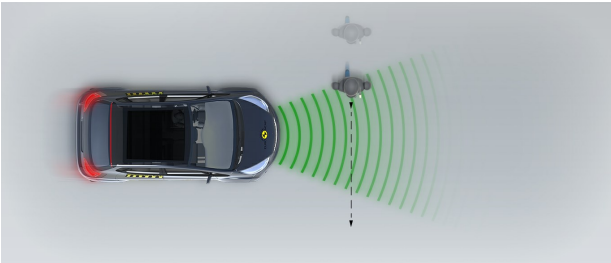
Vehicle reversing into standing pedestrian



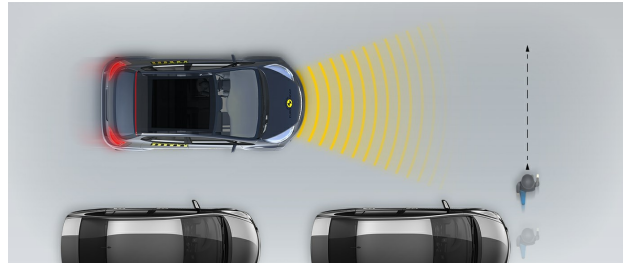
Pedestrian crossing a road into which a car is turning



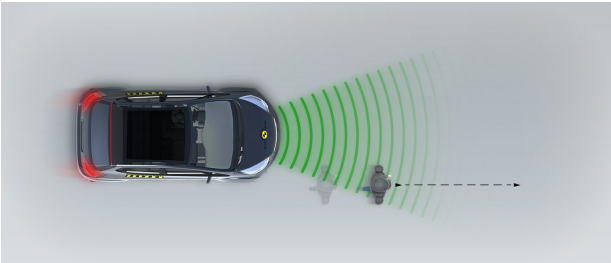
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

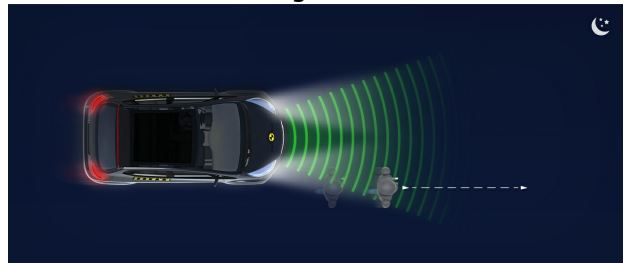


■ Night time

Adult crossing the road




Adult along the roadside

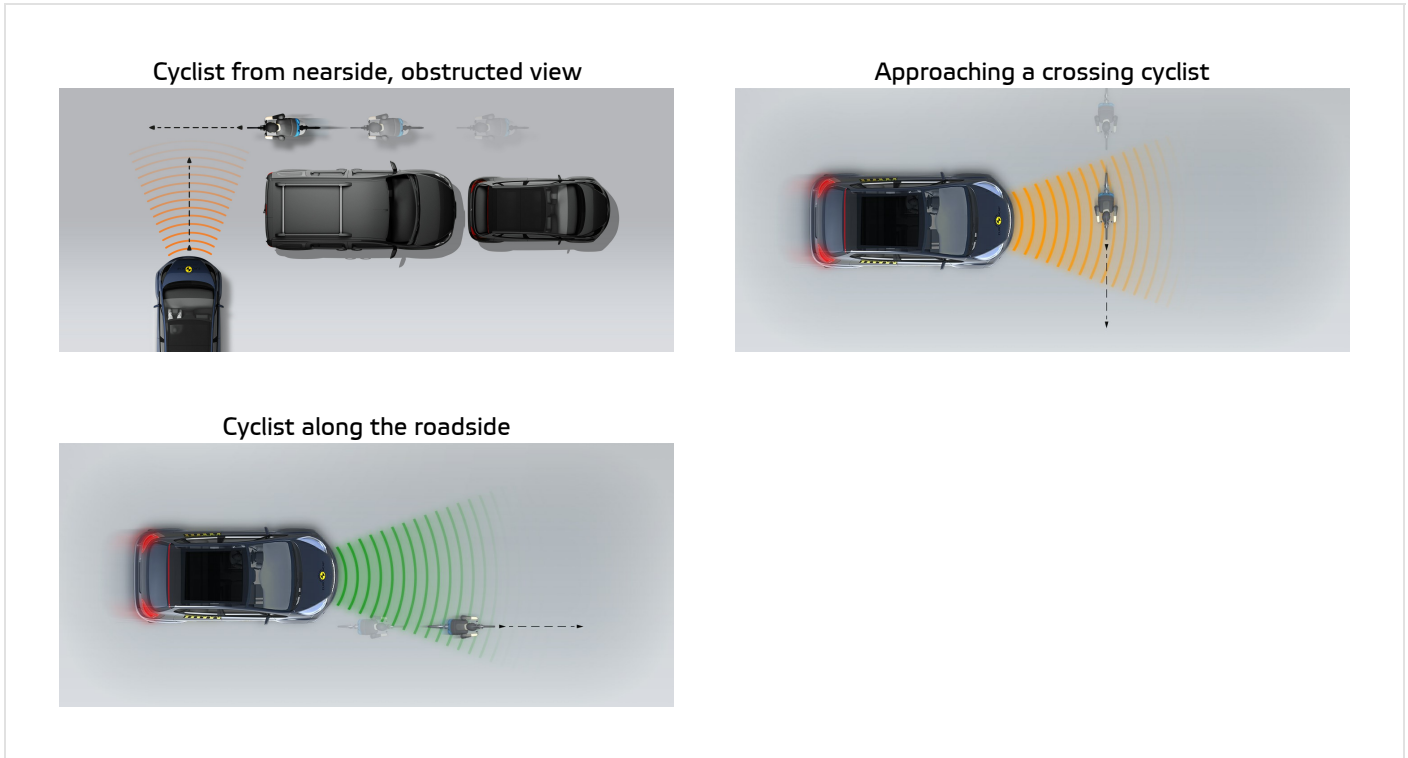


 VULNERABLE ROAD USERS

Total 40.0 Pts / 74%

AEB Cyclist

 5.5 / 9 Pts



Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian. The bumper offered good protection to pedestrians' legs and protection of the pelvis region was also good at all test locations. The autonomous emergency braking (AEB) system of the Golf can respond to vulnerable road users, as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.

SAFETY ASSIST

Total 13.2 Pts / 82%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance  1.3 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Speed Limitation Function	Manually set (accurate to 5km/h)

Occupant Status Monitoring  3.0 / 3 Pts

> Seatbelt Reminder  2.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

Pass
  Fail
  Not available

> Driver Monitoring  1.0 / 1 Pts

System Name	Driver Alert System
Type	Steering input
Operational From	60 km/h

## SAFETY ASSIST

Total 13.2 Pts / 82%

## Lane Support

3.5 / 4 Pts

System Name	Lane Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

## AEB Car-to-Car

5.4 / 6 Pts

System Name	Front Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	6 km/h
Sensor Used	camera and radar

 SAFETY ASSIST

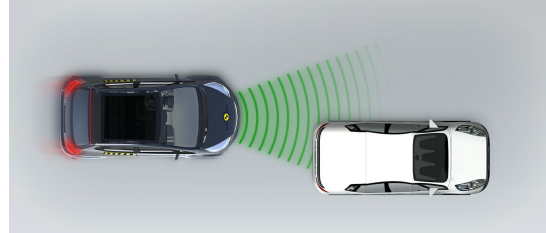
Total 13.2 Pts / 82%

■ Autobrake function only

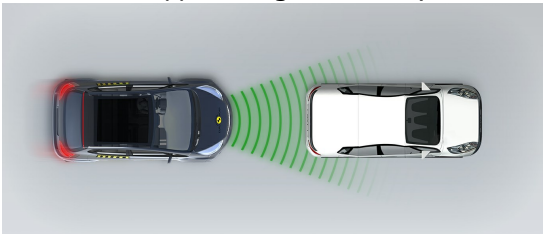
Car turning across the path of an oncoming car



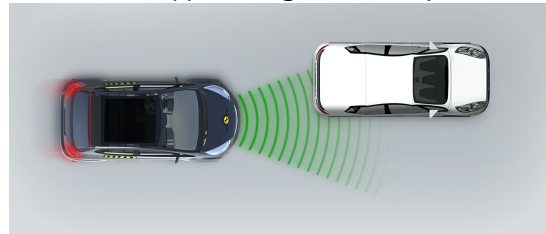
Approaching a stationary car



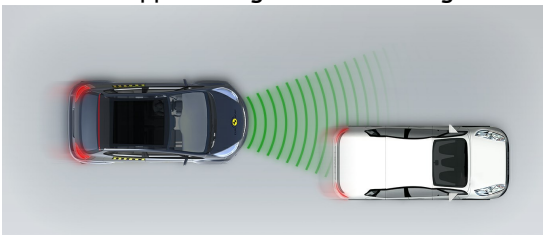
Approaching a stationary car



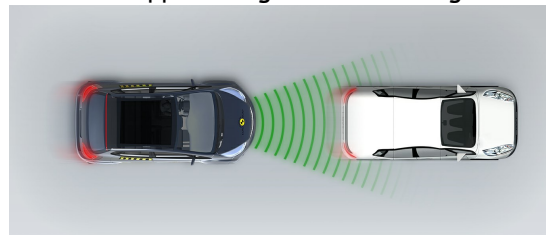
Approaching a stationary car



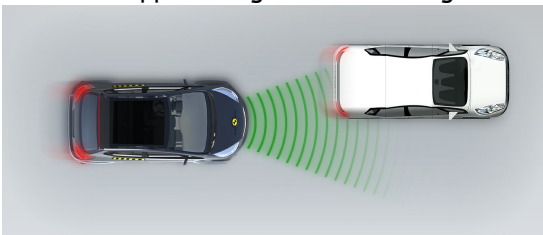
Approaching a slower moving car



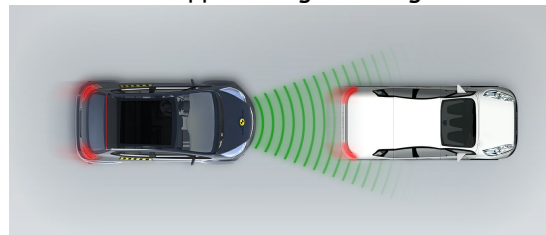
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

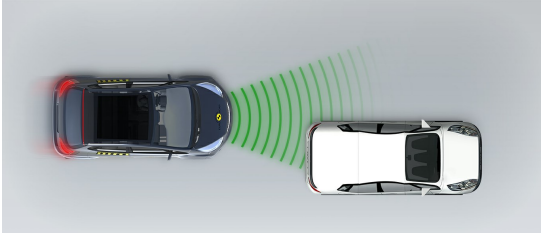


 SAFETY ASSIST

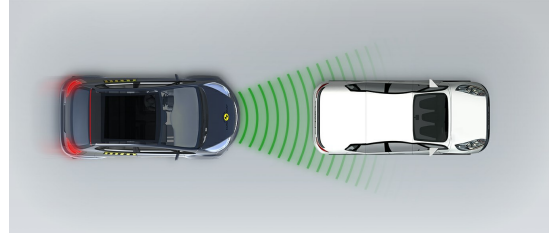
Total 13.2 Pts / 82%

■ Driver reacts to warning

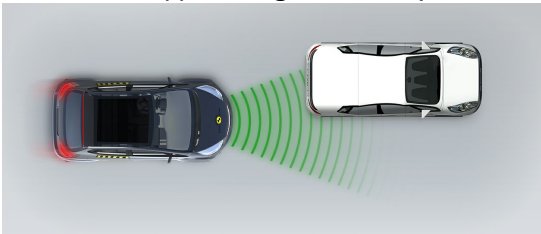
Approaching a stationary car



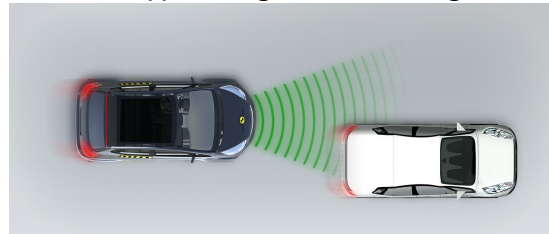
Approaching a stationary car



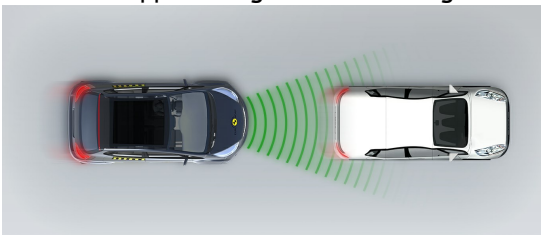
Approaching a stationary car



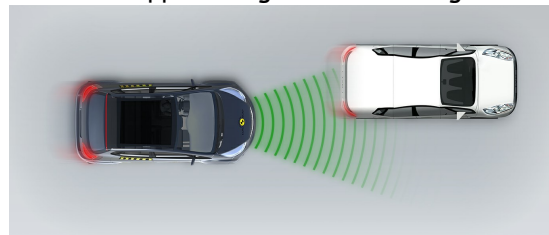
Approaching a slower moving car



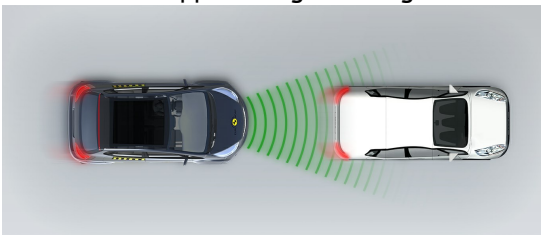
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 13.2 Pts / 82%

## Comments

The Golf's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A driver-set speed limiter is standard equipment.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.0 petrol 66kW / 81kW	4 x 2	✓	✓
5 door hatchback	1.5 petrol* 96kW / 110kW	4 x 2	✓	✓
5 door hatchback	2.0 petrol 140kW / 180kW	4 x 2	✓	✓
5 door hatchback	2.0 diesel 85kW / 110 kW / 147 kW	4 x 2	✓	✓
5 door hatchback	1.5 CNG 96 kW	4 x 2	✓	-
5 door hatchback	2.0 petrol 235kW	4 x 4	✓	✓
5 door hatchback	1.4 PHEV 150kW / 180kW	4 x 2	✓	✓
5 door wagon	1.0 petrol 81kW	4 x 2	✓	✓
5 door wagon	1.5 petrol 96kW / 110kW	4 x 2	✓	✓
5 door wagon	2.0 petrol 140kW	4 x 2	✓	✓
5 door wagon	2.0 petrol 140kW / 235 kW	4 x 4	✓	✓
5 door wagon	2.0 diesel 85kW / 110 kW	4 x 2	✓	✓
5 door wagon	2.0 diesel 110 kW / 147 kW	4 x 4	✓	✓
5 door wagon	1.5 CNG 96 kW	4 x 2	✓	-

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
October 2022	Rating Published	2022 ★★★★★ ✓
October 2023	Annual Review	2022 ★★★★★ ✓
March 2024	Facelift Review	2022 ★★★★★ Euro NCAP © Volkswagen Golf G20 2022 18/18 ✓