

Crash Tests

New Car Safety

VW BEETLE (LHD)

1999 on Front+side airbags

Overall Evaluation



Overall score **26.45 out of 34**

Variant: 3 DR HATCH Eng: 4 Cyl 2 litre.
Kerb weight: 1230 kg Category: SMALL CAR
Vehicles built: 1999 Tested by EuroNCAP

Important note: The left-hand-drive European model was tested by EuroNCAP. 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 Volkswagen Beetle (LHD) was introduced in Europe late in 1998 and released in Australia in 2000.

Dual front and side airbags are standard equipment.

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 front seat belts to reduce slack in the event of a severe crash.

OVERALL EVALUATION : 4 Stars

The VW BEETLE performed reasonably well in the offset crash test (score 10.45 out of 16). The passenger compartment was in good shape after the crash. Head protection was good but both driver and passenger had marginal protection from serious chest injury. Protection from serious leg injury was marginal for the driver.

The vehicle earned a full 16 points in the side impact crash test.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape very well in the offset crash test. The brake pedal moved rearwards by 26mm. The steering wheel hub moved rearwards 36mm and upwards 17mm. The front ("A") pillar moved 26mm rearwards. The width of the driver's doorway shortened by 26mm. All doors remained closed during the crash. After the crash high manual effort was required to fully open the driver's door.

The airbag cushioned the head of the driver and contact was stable. The passenger was also well protected by an airbag. Aggressive structures within the driver and passenger knee impact zones were judged to be insufficiently protected and points were lost.

SIDE IMPACT CRASH TEST

The side airbags worked well and protection from serious injury was good.

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points, giving a maximum possible overall score of 34 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	497.7	472	93.7
Acceleration (g for 3ms)	48.17	56.85	33.56
Neck - Shear (kN)	0.49	0.62	-
Tension (kN)	1.83	1.51	-
Extension (Nm)	26.5	23.18	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	33.11	36.58	15.48
Viscous criterion (m/s)	0.21	0.21	0.12
Abdomen - Force (kN)	-	-	0.8
Pelvis - Force (kN)	-	-	2.5
Upper legs Force			
Left (kN)	3.05	3.37	
Right (kN)	1.9	2.16	
Knee displ (mm)			
Left	0.91	3.06	
Right	3.36	0.47	
Lower legs Force			
Left (kN)	1.11	2.26	
Right (kN)	2.56	1.9	
Index (Upper/Low)			
Left	0.3/0.73	0.22/0.17	
Right	0.35/0.42	0.3/0.35	

Modifiers for offset test scores

Head	No penalty
Chest	No penalty
Upper leg Variable & conc. loading (driver)	2 pt penalty L & R
(passenger)	1 pt penalty L & R
Lower leg	No penalty

Pedestrian rating



14.00 points out of 36 (38.9%)

Child head impacts 8 pts; adult head impacts 6 pts; Upper and lower legs zero pts.



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