

ANCAP Safety Rating

VOLKSWAGEN POLO (From Aug 2014)



ANCAP

Safety ★★★★★



Test Vehicle(s).

Variant:	VW Polo 1.2 Trendline, LHD
Kerb Mass:	1040 kg
Built:	2009
Engine:	1.2
Category:	Small Car
Variant Applicability*:	All petrol variants

Note: The left-hand-drive European model was tested by Euro NCAP in 2009. ANCAP was provided with information which showed that the Euro NCAP results apply to the 2014 Australasian Polo.



Frontal offset test at 64 km/h (Euro NCAP 2009)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	14.98 (out of 16)	15.98 (out of 16)	2 (out of 2)	ACCEPTABLE	MARGINAL	2 (out of 3)	34.96 (out of 37)	★★★★★

This ANCAP safety rating applies to VW Polo petrol variants introduced in Australia and New Zealand in August 2014. A 5 star ANCAP safety rating also applies to the VW Polo from 2010.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest and leg protection was acceptable. In the side impact crash test, driver chest protection was acceptable. Head protection in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.98 points
Upper legs:	3.00 points
Lower legs:	4.00 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. Steering column components were a potential source of injury for the driver's knees. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	3.98 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Driver chest protection was acceptable. Protection for the other body regions was good.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Overall whiplash rating: Acceptable

Assessed by IAG Research in 2010.

Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



Whiplash



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PEDESTRIAN PROTECTION

Pedestrian Test.

MARGINAL - Scored 14.90 out of 36 points

Child head impacts: 7.73 points
 Adult head impacts: 0.74 points
 Upper leg impacts: 2.43 points
 Lower leg impacts: 4.00 points

The bumper provided mixed protection for pedestrians' legs. The front edge of the bonnet was marginal to poor. The centre of the bonnet offered good protection to a child's head but poorer protection towards the edges. In most areas likely to be struck by an adult's head, poor protection was provided.

Tested by Euro NCAP v5.3.



GOOD
MARGINAL
POOR



VW Polo (2014 version)

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	O
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / S
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	V
Autonomous emergency braking (AEB)	V
Lane support system	X
Daytime running lights	S
Emergency stop signal	S
Hill launch assist	S
Secondary brake collision assist	S
Attention assist (fatigue detection)	V
Automatic headlights	V
Reversing collision avoidance	V
Speed alarm (manual)	V
Tyre pressure monitoring	V

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.
 E = Available in Europe but not available on any Australasian variant.



INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.3)		Side impact test at 50 km/h (v5.3)
	Driver	Passenger	Driver
Head			
HIC	237.00	290.00	59.00
Acceleration (g for 3ms)	38.70	42.60	28.80
Neck			
Shear (kN)	0.27	0.37	-
Tension (kN)	1.09	0.52	-
Extension (Nm)	22.30	7.30	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	22.16	13.37	22.09
Viscous criterion (m/s)	0.08	0.05	0.21
Abdomen			
Force (kN)	-	-	0.77
Pelvis			
Force (kN)	-	-	1.79
Upper legs			
Femur force left (kN)	0.57	2.80	
Femur force right (kN)	1.18	0.90	
Knee displacement left (mm)	0.00	0.10	
Knee displacement right (mm)	0.90	0.00	
Lower legs			
Force left (kN)	1.38	0.99	
Force right (kN)	1.60	1.24	
Index (upper / lower) left	0.36 / 0.23	0.20 / 0.14	
Index (upper / lower) right	0.22 / 0.15	0.27 / 0.13	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	17mm
Downwards:	1mm
Sideways:	2mm

Pedals

Clutch (rearwards):	27mm
Accelerator (downwards):	32mm

A-Pillar (rearwards):	0mm
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SCORE DEDUCTIONS

Deductions from frontal offset test scores

Left knee hazard for driver:	0.5 points from upper leg score.
Right knee hazard for driver:	1 point from upper leg score.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

