



Volkswagen Virtus + 4 Airbags



★★★★★
32.56 max. 34.00 - Adult Occupant



★★★★★
43.00 max. 49.00 - Child Occupant



FRONTAL 15.68 Points (max. 16.00)

SIDE 15.88 Points (max. 16.00)

CAR DETAILS

Tested model: Volkswagen Virtus
Body type: 4 door sedan

Year of publication: 2017
Crash test weight: Kg 1431

Made in: Brasil
Test valid for: Latin NCAP market

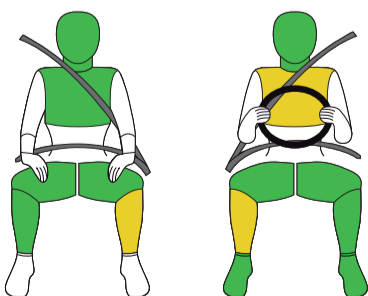
SAFETY EQUIPMENT

Driver frontal airbag	YES	Driver knee airbag	NO
Front passenger frontal airbag	YES	Front seatbelt pretensioners	YES
Side head airbags DRIVER	YES	Front seatbelt pretensioners pass	YES
Side head airbags PASSENGER	YES	SBR	YES
Side body airbags DRIVER	Thorax-Head	ISOFIX anchorages	YES
Side body airbags PASSENGER	Thorax-Head	ABS (4 channel)	YES
Side Curtain airbags	NO	ESC (UN13 or GTR8)	YES



ADULT OCCUPANT PROTECTION

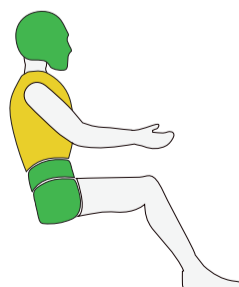
ODB FRONTAL



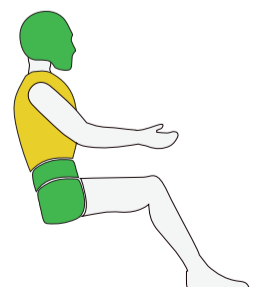
FRONT PASSENGER

DRIVER

MBD SIDE



POLE SIDE



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY STABLE

SIDE IMPACT PROTECTION (STRUCTURAL) YES

COMMENTS

Adult occupant: - Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest received adequate protection and passenger's chest good protection from the restraint systems. Driver and Passengers knees showed good protection. Driver and Passenger's tibia showed good and adequate protection. Footwell area is stable and showed insignificant deformation. Feet protection is good. The bodysell was rated as stable. Side impact: The side thorax head airbag offered good protection to the adult in head, abdomen and pelvis, while adequate protection in the chest. Side Pole impact: The side thorax-head airbags helped to offer good protection to the head, abdomen and pelvis while it offered adequate protection to the chest. ESC: The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers 2 frontal SBR. All of the above explain the 5 stars for adult occupant protection. As the VW Polo is the same car as the Virtus from the B-pillar to the front, the frontal and side pole impact assessment were carried over the Polo test, however as the Virtus has a longer wheelbase the side impact was performed again.



CHILD OCCUPANT PROTECTION

Dynamic score:
22.00 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
9.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe+ ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX/LEG	RWF
3 year old child	Römer Duo Plus	Frontal 6.00 (8 max) Side 4.00 (4 max)	0+/1	ISOFIX/TT	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Pass	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Pass	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Pass	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Pass	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Pass	Pass	Exempt	Pass
Q3	Römer Duo Plus	Pass	Pass	Exempt	Pass

COMMENTS

Child occupant: The child seat for the 3 year old child was able to prevent forward movement during the frontal impact beyond the excursion limits and offered good protection. The Q1.5 was installed rearward facing using ISOFIX anchorages with support leg and its protection as also good during the frontal impact. Side impact: both child dummies were well protected in the side impact. All CRSs that were assessed for installation pass. The marking and instructions in the car in relation to CRS use as well as ISOFIX use were clear and precise; the passenger airbag disabling switch had the proper clear instructions. The Virtus offers 3 point belts in all seating positions as standard, and all of them meeting technical international standards. The Virtus offers standard ISOFIX anchorages with top tether in both rear outboard seating positions. All the above explains the 5 stars in Child Occupant protection, comment: As the VW Polo is the same car as the Virtus from the B-pillar to the front and have the same rear seat, the frontal and side pole impact assessment were carried over the Polo test, however as the Virtus has a longer wheelbase the side impact was performed again.



Latin NCAP

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