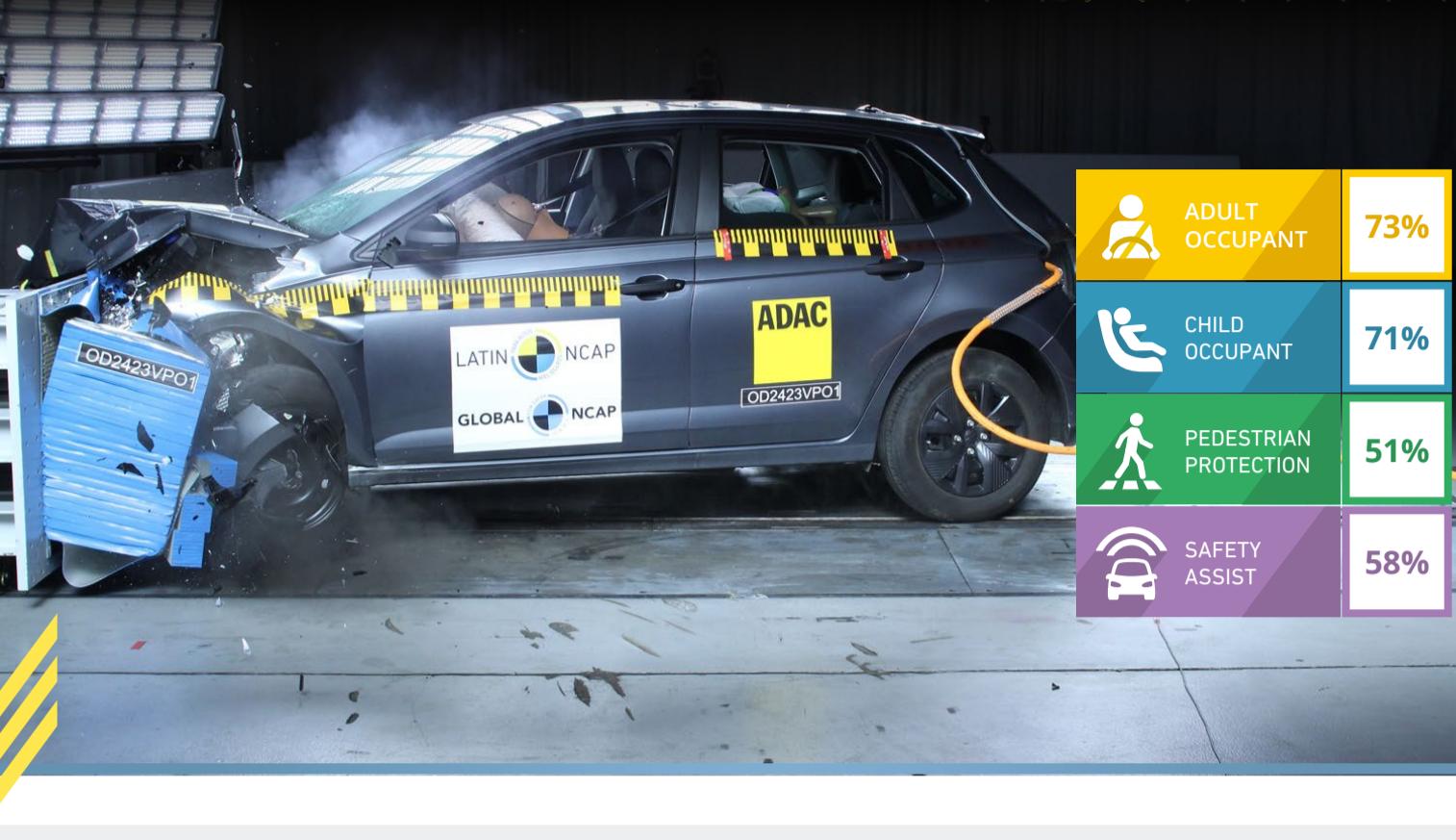


## Volkswagen New Polo / Polo Track + 4 Airbags



	ADULT OCCUPANT	73%
	CHILD OCCUPANT	71%
	PEDESTRIAN PROTECTION	51%
	SAFETY ASSIST	58%

## SPECIFICATIONS

Tested model	Volkswagen New Polo / Polo Track
Body type	5 door Hatchback - sedan
Year of publication	2022
Crash test weight (KG)	1317
VIN from which Rating applies	
Made in	Brazil
Test valid for	Latin NCAP market

## SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side head (thorax head) airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
Side Chest airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NOT AVAILABLE
Airbag cut-off switch	NOT APPLICABLE	NO - JUST OPTIONAL	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	YES STANDARD
OTHER SAFETY SYSTEMS			
ESC standard	YES STANDARD		
GTR 9 - UN 127 Pedestrian protection	MEETS UN127 STANDARD		
AEB Pedestrian	NOT AVAILABLE		
AEB City	NOT AVAILABLE		
AEB inter-Urban	NOT AVAILABLE		
Speed Assist System	YES STANDARD		
Lane Assist system	NOT AVAILABLE		



# ADULT OCCUPANT

29.28 / 73.21 %

FRONTAL OFFSET DEFORMABLE BARRIER

15.8 p



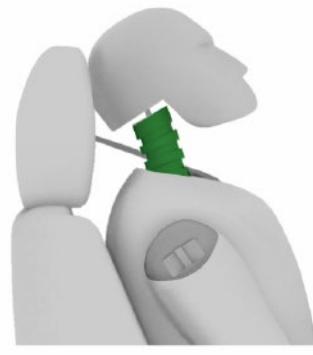
FRONTAL DRIVER



FRONTAL PASSENGER

WHIPLASH REAR IMPACT

2.57 p



SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 7.69 p

SIDE POLE IMPACT TEST (Pole) 7.25 p



PROTECTION

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

UN R32 (max 1 point)

1

AEB City (max 3 points)

NO TEST

Rescue Sheet (max 1 point)

1

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION

NO



Adult Occupant

29.28 points 73.21 %

COMMENTS

Frontal impact: The protection offered to the driver and passenger head, neck and chest was good. Driver and passenger's knees showed good protection. Driver tibias showed adequate and good protection, and passenger's tibias showed good protection. Footwell area was rated as stable and symmetrical between driver and passenger side. The bodyshell was rated as stable and capable of withstanding further loadings. Side impact: Head, abdomen and pelvis protection was good, chest protection was adequate. Side Pole Impact: head and pelvis protection was good, chest protection was marginal and abdomen protection was adequate. Whiplash: the seat showed good protection to the adult neck. UN R32: the car meet the rear impact structure requirements. AEB City: the car does not offer AEB City even as optional. Rescue sheet: available according to Latin NCAP criteria.



# CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

34.95 points 71.33 %

## CHILD RESTRAINT SYSTEM

Dynamic score:  
24.00 (max 24)

Installation score:  
4.95 (max 12)

Vehicle assessment score:  
6.00 (max 13)

CHILD RESTRAINT		DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Britax Baby Safe + Base	Front 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX/LEG	RWF
3 year old child	Joyson (Takata) MIDI	Front 8.00 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

## CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	✗	●	○	●
Group 0+	Roemer Baby Safe	✗	●	○	●
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	✗	●	○	●
Group I	Peg Perego Viaggio Switchable FWF	●	●	○	●
Group I	Graco Cadeira Nautilus FWF	●	●	○	●
Group II/III	Burigotto Multipla 1,2,3	●	●	○	●
Group II/III	Graco Cadeira Nautilus	●	●	○	●
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Britax Baby Safe + Base	✗	●	○	●
Q3	Joyson (Takata) MIDI	✗	●	○	●

● Pass

✗ Fail

○ Exempt

\*Fail only due to failed marking



Child Occupant

34.95 points 71.33%

## COMMENTS

The child seat for the 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and offered good protection. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg, the CRS prevented the head exposure offering full protection. Side Impact: Both CRSs offered full protection. Some of the CRSs tested for installation failed. The car has ISOFIX anchorages as standard, meeting also I-size marking requirements. All seating positions are equipped with three-point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat meets Latin NCAP requirements. The car has passenger airbag disconnection via manual switch system but it is not fitted as standard.



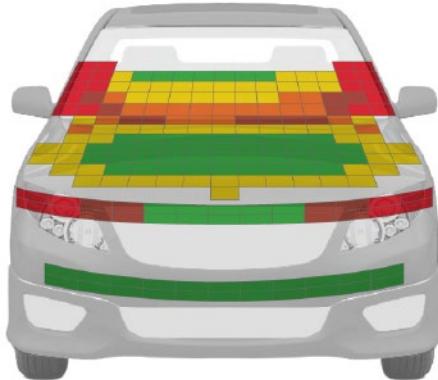
# PEDESTRIAN PROTECTION

24.68 points 51.41 %

## PEDESTRIAN PROTECTION (passive)

24.68 points

The car meets regulation UN 127 for pedestrian protection



	Points	max score
Head impact	15.62	24
Upper Leg impact (Pelvis)	3.06	6
Lowe Leg impact (Leg)	6.00	6

## AEB PEDESTRIAN

NO TEST

Balance factor for Pedestrian protection (until 2022)

15%

Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-
Type of dummy used	-
Dummy speed	-
Obstruction scenario used	-

## PERFORMANCE

Test Speed (km/h)	Test Speed (km/h)	CONTACT AVOIDED
20km/h to 30km/h	-	-
30km/h to 40km/h	-	-
More than 40km/h	-	-

● Pass

✗ Fail

— NOT AVAILABLE



## PEDESTRIAN PROTECTION

24.68 points 51.41 %

## COMMENTS

The car meets Pedestrian protection UN regulations. The car showed majority of areas with average and good protection levels. Upper leg performance was marginal, lower leg performance was good. AEB VRU: the car does not offer AEB VRU even as optional.



## SAFETY ASSIST

25.00 points 58.14 %

### SPEED ASSISTANCE

(this feature scores only if it is standard in all versions)

NO TEST

### SEAT BELT REMINDER

(this feature scores only if it is standard in all versions)

10.00 points

Warning	Driver	Passenger	Rear Passenger
Visual	✓	✓	✓
Audible	✓	✓	✓

### LANE SUPPORT SYSTEMS

NO TEST

LDW is not available according to Latin NCAP requirements  
LKA is not available according to Latin NCAP requirements

System Name	-	PERFORMANCE
Functionality	-	LKA Test
Operational from (km/h)	-	LDW Test
Warning	-	

### ROAD EDGE DETECTION

 (this feature scores only if it meets the fitment rates required)

NO TEST

-	-
-	-

### BLIND SPOT DETECTION

 (this feature scores only if it meets the fitment rates required)

NO TEST

-	-
-	-

### ESC

15 points

ESC IS STANDARD IN ALL VERSIONS  
ESC Meets regulatory requirements of Latin NCAP

### MOOSE TEST - for information only - no scoring

#### ADAC MOOSE TEST

Max Speed Achieved in test without failures (km/h)	95
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#### MOOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h)	70
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### AEB Interurban

NO TEST

System Name	-
Functionality	-
Operational from (km/h)	-

#### PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min   Max	-	-
Approaching a slower moving car	-	-

### FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-

### FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-

#### COMMENTS

SBR: The car offers SBR in all seating positions. ESC: The car offers ESC as standard. The Moose test performance reached a maximum of 95 km/h under ADAC Moose test and 70 km/h under Consumer magazine Moose test. SA: the car does not offer a speed limitation device. BSD: The car does not offer BSD. LSS and RED: The car does not offer LSS or RED. AEB Interurban: The car does not offer AEB Inter Urban not even as optional.



Latin NCAP

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25.00 points 58.14%