



SPECIFICATIONS

Tested model	Volkswagen Jetta / Vento
Body type	4 door sedan
Year of publication	2025
Crash test weight (KG)	1616
VIN from which Rating applies	3VWSP6BU8SM000591
Made in	Mexico
Test valid for	Latin NCAP market



SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			1
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	YES STANDARD	YES STANDARD	YES STANDARD
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	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	NO
Airbag cut out switch	NOT APPLICABLE	YES MANUAL	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 UN 127 STANDARD		
AEB Pedestrian	NO - JUST OPTIONAL		
AEB City	NO - JUST OPTIONAL		
AEB inter-Urban		NO - JUST OPTIONAL	
Speed Assist System		YES STANDARD	
Lane Assist system		NO - JUST OPTIONAL	

FRONTAL OFFSET DEFORMABLE BARRIER

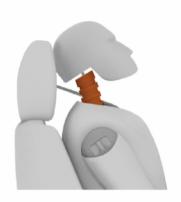
14.16 p

WHIPLASH REAR IMPACT

2.12 p







SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 7.00 p

SIDE POLE IMPACT TEST (Pole)
this test is inly performed if side head impact protection is present, otherwise it scores 0

6.47 p





UN R32 (max 1 point)	1
AEB City (max 3 points)	3
Rescue Sheet (max 1 point)	1

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION

NO



ADULT OCCUPANT

34.74 points 86.87%



COMMENTS

Adult Occupant - Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver's chest showed adequate protection and passenger's chest showed good protection. Driver's and passenger's knees showed good protection. Passenger's tibias and driver's left tibia showed good protection, while driver's right tibia showed adequate protection. Footwell area was rated as stable. The bodyshell was rated as stable and it is capable of withstanding further loadings. Side impact: Head, abdomen chest and pelvis showed good protection. Front crashed side door opened during the impact. Side Pole Impact: head and pelvis protection was good; chest protection was marginal and abdomen protection was adequate. Whiplash: the seat showed marginal protection to the adult neck. UN R32: the car meet the rear impact structure requirements. AEB City: the car offers AEB City with good performance and meeting Latin NCAP availability requirements. Rescue sheet: available according to Latin NCAP criteria.

CHILD RESTRAINT SYSTEM

Dynamic score: 23.98 (max 24)

Installation score: 12.00 (max 12)

Vehicle assessment score: 8.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joyson (Takata) MIDI	Front 7.98 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF
3 year old child	Joyson (Takata) MIDI	Front 8.00 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF

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

CRS INSTALLATION ASSESSMENT

					2ND ROW	
REFERENCE LIS	REFERENCE LIST		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switcha	able				
Group 0+	Roemer Baby Safe		\circ		\circ	
Group 0+	Bébé Confort Streety Fix / I	Maxi Cosi Citi SPS				
Group I	Peg Perego Viaggio Switcha	able FWF				
Group I	Group I Graco Cadeira Nautilus FWF					
Group II/III	Group II/III Burigotto Multipla 1,2,3					
Group II/III Graco Cadeira Nautilus						
MANUFACTUR	RER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joyson (Takata) MIDI	ISOFIX/LEG	\circ		0	•
Q3	Joyson (Takata) MIDI	ISOFIX/LEG	0		\circ	
Pass	X Fail ○ Exemp	t	*Fa	ail only du	ue to failed r	narking



43.98 points 89.75%



COMMENTS

Child Occupant - The child seat for the Q1.5 child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure offering almost full protection. The 3-yearold child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure offering full protection. Side Impact: Both CRSs offered full protection. All of the CRSs tested for installation passed. The car has ISOFIX anchorages as standard. 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 as standard.

PEDESTRIAN PROTECTION (pasive)

26.50 points

The car meets regulation UN 127 for pedestrian protection



	Points	Max score
Head impact	16.60	24
Upper Leg impact (Pelvis)	3.90	6
Lower Leg impact (Leg)	6.00	6

AEB PEDESTRIAN AND VULNERABLE ROAD USERS

8.35 points

Balance factor for Pedestrian protection (until 2022)

Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-

PERFORMANCE

Summary	Percentage
Adult Running, farside, 50%	43%
Adult Walking, nearside, 25%	56%
Adult Walking, nearside, 75%	94%
Child Running, nearside oscured, 50%	61%
Human Machine Interaction	100%



PEDESTRIAN PROTECTION

34.85 points 72.60%



COMMENTS

Pedestrian Protection - The car proved to meet Pedestrian protection UN127 regulations. The car showed majority of head impact areas with good and adequate and fewer marginal, weak and poor protection areas towards the windshield and A-pillar. Upper leg performance was poor towards the ends and good and adequate protection in the centre of the upper leg region. Lower leg performance was good. **AEB VRU:** showed average to good performance and the car meet Latin NCAP fitment requirements.



SPEED ASSISTENCE

3.00 points

SEAT BELT REMINDER

10.00 points

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

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

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

LANE SUPPORT SYSTEMS

0.00 points

LDW is available according to Latin NCAP requirements LKA is available according to Latin NCAP requirements

System Name	Lane Assist
Functionality	LDW & LKA
Operational from (km/h)	65
Warning	Vibration

PERFORMANCE

LKA Test	Fail
LDW Test	Fail

$ROAD\ EDGE\ DETECTION\ (this\ feature\ scores\ only\ if\ it\ meets\ the\ fittment\ rates\ required)$

0.00 points

RED is available according to Latin NCAP requirements

 $BLIND\ SPOT\ DETECTION\ (this\ feature\ scores\ only\ if\ it\ meets\ the\ fittment\ rates\ required)$

3.00 points

BSD long range was verified by validation

ESC 15.00 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

MOOOSE TEST: CONSUMER TESTING

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

AEB Interurban (this feature sco	res only if it me points ets the fitment rates required)	8.16 points
System Name	Front Assist	
Functionality	FCW and AEB	
Operational from (km/h)	5	

PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min Max	5 km/h - 250 km/h	5 km/h - 250 km/h
Approaching a slower moving car	Crash avoided up to 65 km/h	Crash avoided up to 80 km/h

FOLLOWING A CAR AT SHORT DISTANCE

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

FOLLOWING A CAR AT LONG DISTANCE

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



SAFETY ASSIST

39.16 points 91.06%



COMMENTS

Safety Assist - 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 Moose test. SA: the car offers a speed limitation device as standard. BSD: Available as optional and meeting Latin NCAP requirements. LSS and RED: The car does not meet Latin NCAP default on and performance requirement to score. AEB Interurban: The car offers AEB Inter Urban with almost full score performance and meet Latin NCAP availability requirements.

