

## VOLKSWAGEN - Up! - 2 Airbags



### TECHNICAL SHEET



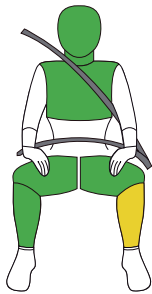
15.86 max. 17.00 - Adult Occupant



39.54 max. 49.00 - Child Occupant



### ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

#### PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

#### SIDE IMPACT TEST (UNECE 95) \*

**PERFORMED - PASS**

#### CABIN STRUCTURE

**STABLE**



### CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	BOBSY G0+ ISOFIX BASE	Protected / Good	0+	ISOFIX	Rearward facing
3 year old child	BOBSY G1 ISOFIX	Protected / Fair	0+/1	ISOFIX	Forward facing



### CAR DETAILS

Tested model: VW Up! LHD

Year of publication: 2014

Body type: 4 door Hatchback

Crash test weight: 1189 kg

### SAFETY EQUIPMENT

Front seatbelt pretensioners	<b>YES</b>	Driver knee airbag	<b>NO</b>
Driver frontal airbag	<b>YES</b>	Seatbelt Reminder System	<b>YES</b>
Front passenger frontal airbag	<b>YES</b>	ABS	<b>YES</b>
Side body airbags	<b>NO</b>	ISOFIX	<b>YES</b>
Side head airbags	<b>NO</b>		



## COMMENTS

**Adult occupant:** In the frontal impact the head and neck were well protected. The driver's and passenger's chest showed adequate protection from the restraint systems. The driver and passengers knees readings remained in an acceptable level and it was demonstrated that these parts offers a similar level of protection to occupants of different sizes or those sat in different positions. The footwell area remained nearly undeformed after the impact. The bodyshell was rated as stable and was capable of with standing further loading. The car passed UN95 side impact test.

**Child occupant:** The Isofix child seat for the 3 year old child and the 11/2 year old child were able to prevent excessive forward movement during the impact and protected both child well. The installation instructions on both child seats were sufficient and permanently attached to the seat. The car did give warnings as to the hazards associated with installing a rearward facing child seat in the front passenger seat with an active airbag and met Latin NCAP requirements.

(\*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

