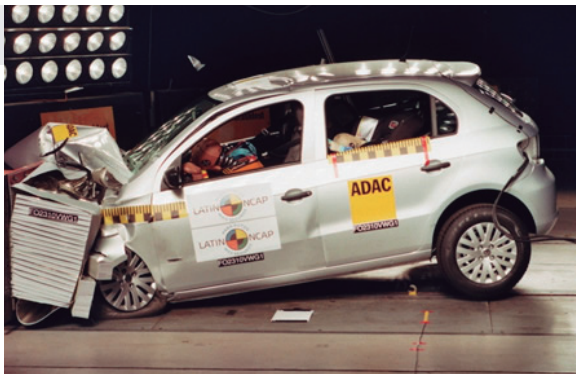
# VOLKSWAGEN - Gol Trend 1.6 - Without Airbag

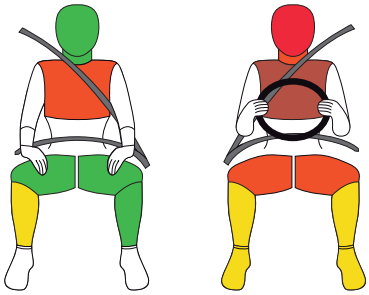
## TECHNICAL SHEET




★☆☆☆☆
5.75 max. 17.00 - Adult Occupant

★★☆☆☆
18.86 max. 49.00 - Child Occupant

## ADULT OCCUPANT PROTECTION



FRONT PASSENGER | DRIVER

**PROTECTION**

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

## CHILD RESTRAINT SYSTEM

| CHILD RESTRAINT | HEAD / CHEST | CRS TYPE | ADJUST | POSITION |
|---|---|---|---|---|
| 18 month old child | Protected / Good | 0/0+/1 | Belted | Rearward facing |
| 3 year old child | Protected / Good | 0/0+/1 | Belted | Forward facing |

## CAR DETAILS

Tested model: **VW Gol Trend series 2009, 1.6 petrol, LHD**
Body type: **5 door Hatchback**
Year of publication: **2010**
Crash test weight: **1216 kg**

## SAFETY EQUIPMENT

| | | | |
|---|---|---|---|
| Front seatbelt pretensioners | NO | Driver knee airbag | NO |
| Driver frontal airbag | NO | | |
| Front passenger frontal airbag | NO | | |
| Side body airbags | NO | | |
| Side head airbags | NO | | |

## COMMENTS

**Adult occupant:** The rating for the vehicle was limited to 1 star due to the unacceptably high risk of life threatening injury to the driver's head presented by the steering wheel. The restraint system was incapable of preventing the driver's chest from impacting the steering wheel. There were hazardous structures in the driver's area of the fascia that could be impacted by the knees.

**Child occupant:** The dynamic performance of the 18 month child restraint was adequate, the 3 year old scored maximum points. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended child seats were found to be incompatible with the belt system on the vehicle. This car was not equipped with a passenger airbag. The car was equipped with static 3 point belts in the rear, making safe installation of the CRS difficult. According to the manufacturer over 95% of the in SA manufactured Gols have 3-point automatic retractor belts instead of 3 point static belts.

(*) 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.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