



Volkswagen Polo
Standard Safety Equipment

2022



Adult Occupant



94%

Child Occupant



80%

Vulnerable Road Users



70%

Safety Assist



70%

SPECIFICATION

Tested Model	VW Polo, 1.5TSI 'Life', LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1158kg
VIN From Which Rating Applies	- all Polos
Class	Supermini

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	●	—

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ● Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 35.9 Pts / 94%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 14.1 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.7 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 35.9 Pts / 94%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Polo remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Polo would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Polo has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Polo has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.

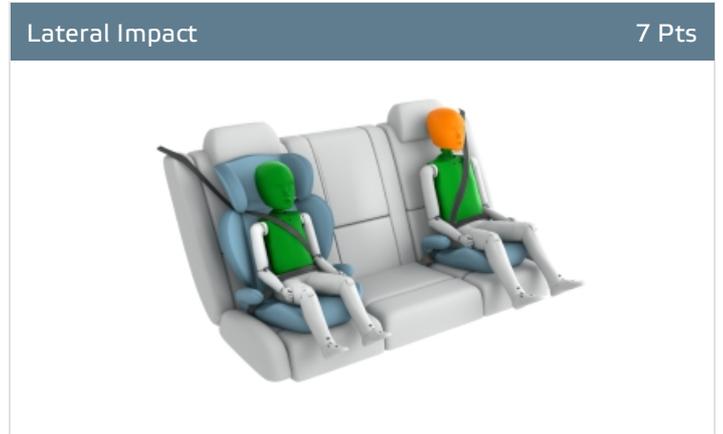
CHILD OCCUPANT

Total 39.5 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

19.5 / 24 Pts



Restraint for 6 year old child: *Volkswagen Isofix G2-3*
 Restraint for 10 year old child: *Volkswagen Isofix G2-3*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>BeSafe iZi Kid X2 i-Size (i-Size)</p> 
<p>Britax Römer TriFix2 i-Size (i-Size)</p> 	<p>BeSafe iZi Flex FIX i-Size (i-Size)</p> 	
<p>BeSafe iZi Combi X4 ISOfix (ISOfix)</p> 	<p>Cybex Solution Z i-Fix (ISOfix)</p> 	

■ ISOfix CRS

 CHILD OCCUPANT

Total 39.5 Pts / 80%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 39.5 Pts / 80%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

— Not available

Comments

In the frontal offset test, dummy measurements indicated marginal protection of the head and chest of the 10-year dummy, and adequate protection of the head and neck of the 6-year dummy. In the side barrier test, protection of the head of the 10-year dummy was rated as marginal, based on measured values of acceleration. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for the which the Polo is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 38.0 Pts / 70%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

27.5 / 36 Pts



Head Impact	15.9 Pts
Pelvis Impact	5.6 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

10.4 / 18 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

 VULNERABLE ROAD USERS

Total 38.0 Pts / 70%

AEB Pedestrian

 5.6 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



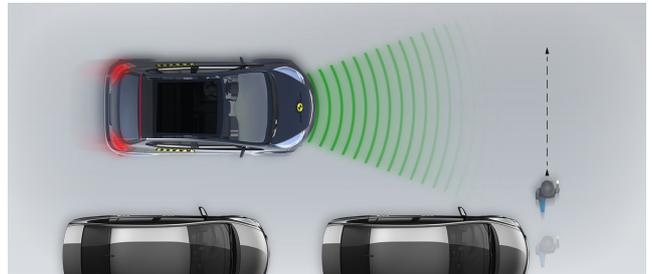
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

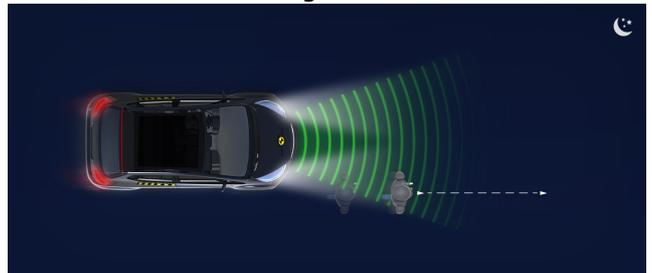


■ Night time

Adult crossing the road



Adult along the roadside

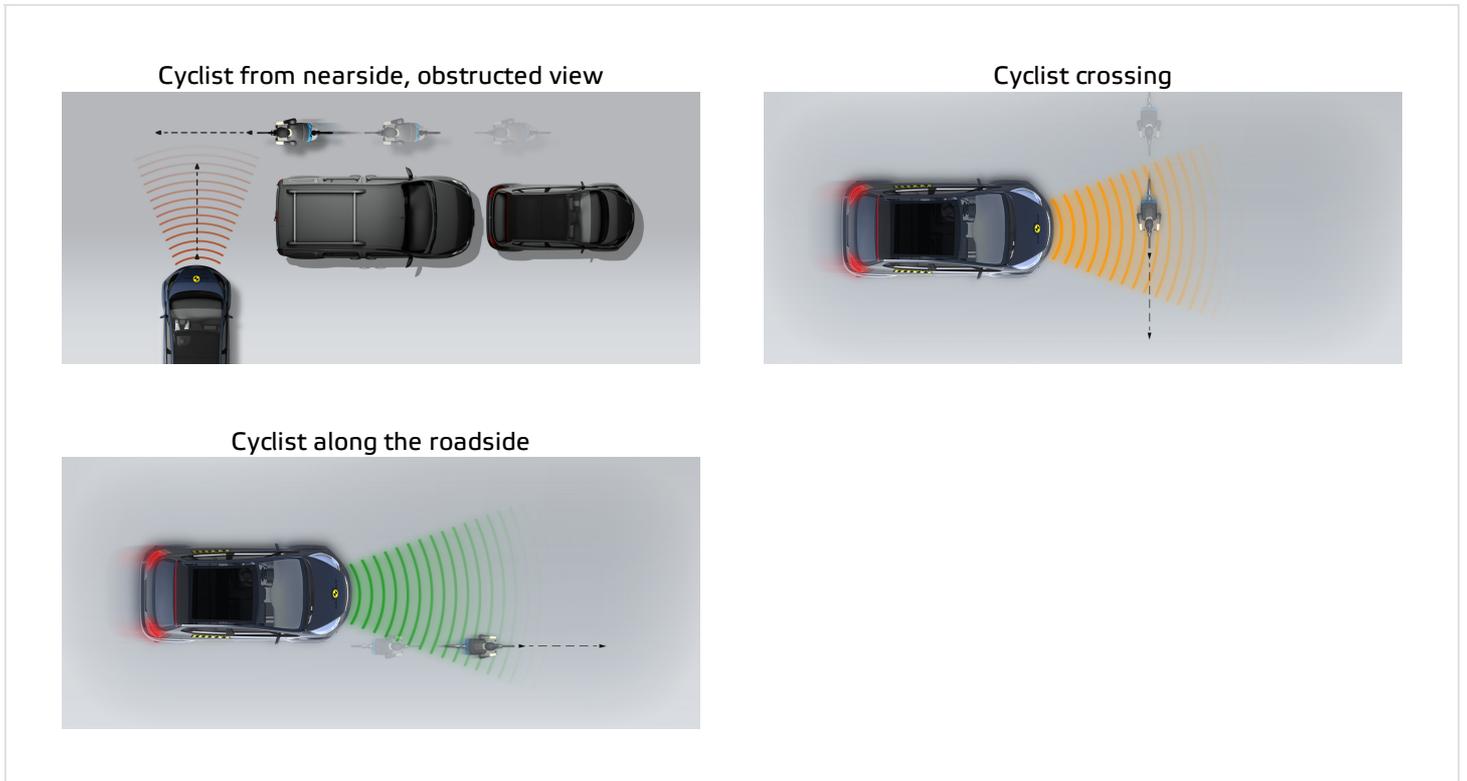


 **VULNERABLE ROAD USERS**

Total 38.0 Pts / 70%

AEB Cyclist

 **4.8 / 9 Pts**



Comments

The protection provided to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the still windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. Protection of the pelvis was also good over most of the car width. The autonomous emergency braking system, fitted as standard, can detect vulnerable road users as well as other vehicles. The system performed adequately in tests of its reaction to pedestrians and cyclists, with collisions avoided or mitigated in many scenarios.

SAFETY ASSIST

Total 11.4 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

System Name	Speed Limiter
Speed Limitation Function	Manually set (accurate to 5km/h)

Occupant Status Monitoring

■ 3.0 / 3 Pts

> Seatbelt Reminder

■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Alert System
Type	Steering input
Operational From	60 km/h

SAFETY ASSIST

Total 11.4 Pts / 70%

Lane Support

3.5 / 4 Pts

System Name	Lane Assist	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

3.6 / 6 Pts

System Name	Front Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	4 km/h	
Sensor Used	radar	

 SAFETY ASSIST

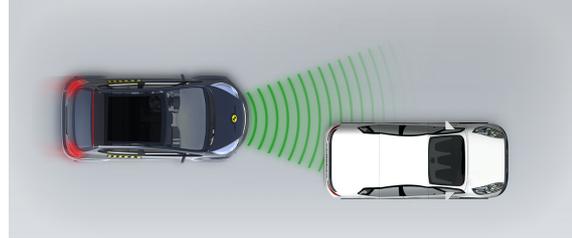
Total 11.4 Pts / 70%

■ Autobrake function only

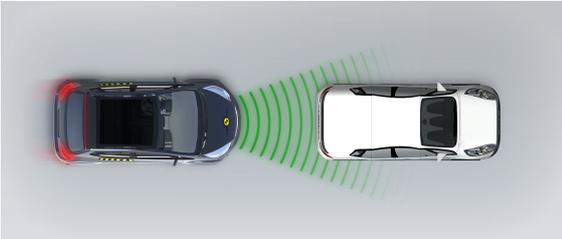
Test car turns across the path of an approaching car



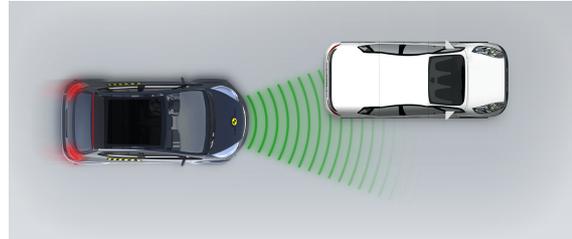
Approaching a stationary car



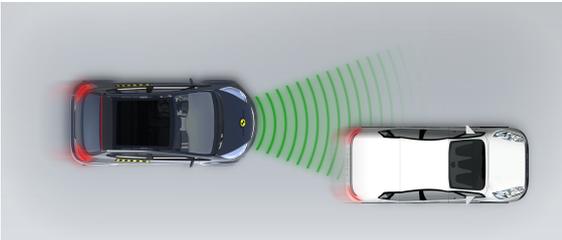
Approaching a stationary car



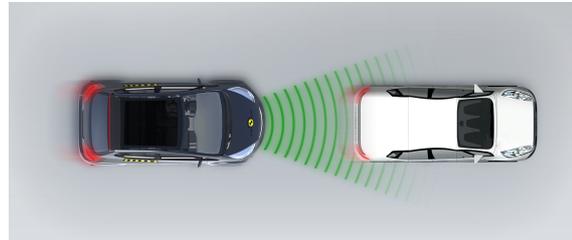
Approaching a stationary car



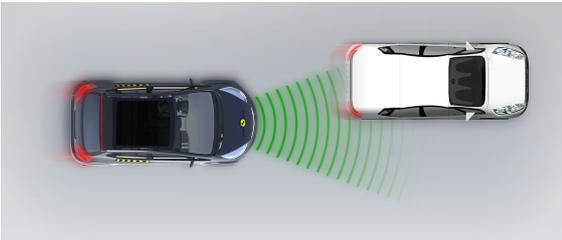
Approaching a slower moving car



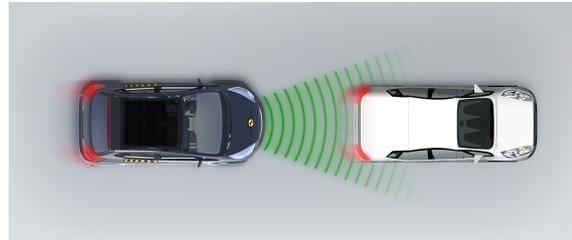
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

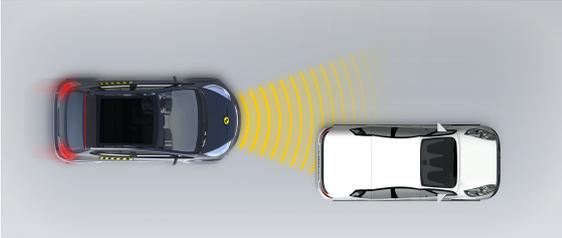


 SAFETY ASSIST

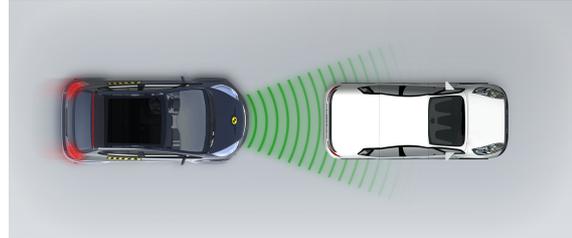
Total 11.4 Pts / 70%

■ Driver reacts to warning

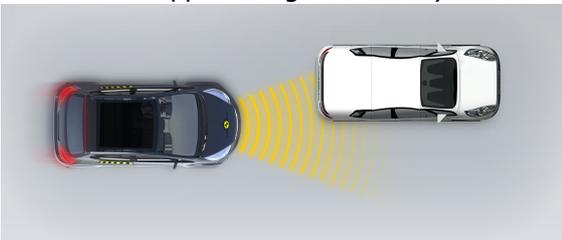
Approaching a stationary car



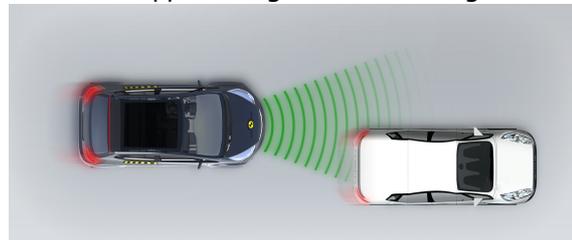
Approaching a stationary car



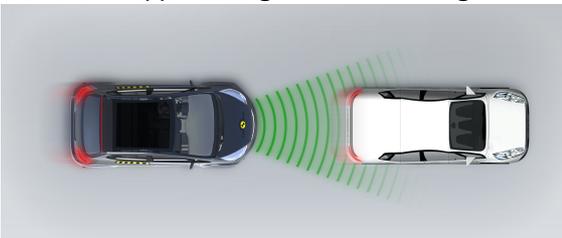
Approaching a stationary car



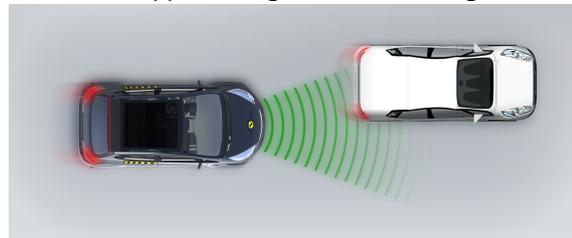
Approaching a slower moving car



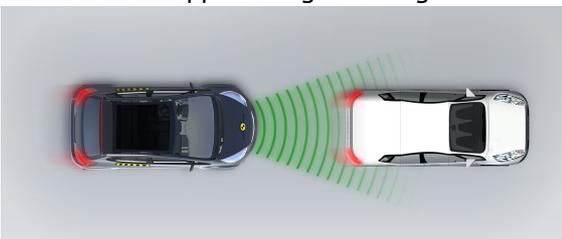
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 11.4 Pts / 70%

Comments

In tests of its response to other vehicles, the autonomous emergency braking system performed adequately. A lane support system gently corrects the steering if the car is drifting out of lane and it can also intervene more aggressively in some other, more critical, situations. A driver-set speed limiter is fitted as standard. A seatbelt reminder is standard for all seating positions.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.0 TGI, natural gas	TGI	4 x 2	✓	✓
5 door hatchback	2.0 TSI, petrol	GTI	4 x 2	✓	✓
5 door hatchback	1.0 MPI, petrol	MPI	4 x 2	✓	✓
5 door hatchback	1.0 TSI, petrol	TSI*	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
March 2022	Rating Published	2022 ★★★★★ ✓