

## TEST RESULTS

[Comparabile](#)

# VW up!

VW up! 1.0, LHD

TEST 2011



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



2011 Premiazione - [Volkswagen City Emergency Brake](#)

Totale 32 punti | 89%



Conducente  Passeggero

**IMPATTO FRONTALE**

14.2 punti



Vettura  Palo

**IMPATTO LA TERALE CONTRO VETTURA**

7.1 punti

**IMPATTO LA TERALE CONTRO PALO**

7.3 punti



**TAMPONAMENTO (COLPO DI FRUSTA)**

3.4 punti



Totale 39 punti | 80%

**RESTAZIONI** 12.0 punti

**ISTRUZIONI** 4.0 punti

**Bambino di 18 mesi**

**Seggiolino** Bobsy G0 Plus Isofix

**Gruppo** 0, 0+

**Posizione** All'indietro



**INSTALLAZIONE** 2.0 punti

**Installazione** Ancoraggi ISO FIX e intelaiatura supporto



**RESTAZIONI** 11.1 punti

**ISTRUZIONI** 4.0 punti

**INSTALLAZIONE** 2.0 punti

**Bambino di 3 anni**

**Seggiolino** Bobsy G1 Plus Isofix Top Tether

**Gruppo** 1

**Posizione** In avanti

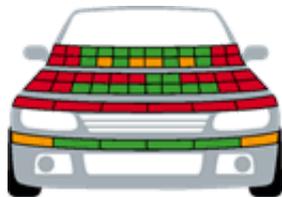
**Installazione** Ancoraggi ISO FIX e punto d'aggancio

**VALUTAZIONE BASATA SUL VEICOLO** 4.0 punti

[Vedi commenti](#)

Totale 17 punti | 46%

Totale 6 punti | 86%



**TESTA** 11.7 punti

**BACINO** 0.0 punti

**GAMBA** 4.9 punti

- Buona
- Adeguata
- Marginale

**DISPOSITIVI DI LIMITAZIONE VELOCITÀ** 0.0 punti

**CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)** 3.0 punti

ESP Approvato

**SISTEMA SBR** 3.0 punti

conducente Approvato

passaggero Approvato

sedile posteriore Approvato

**AEB - AUTONOMOUS EMERGENCY BRAKING**

2011 - [Volkswagen City Emergency Brake](#)

**Dettagli della vettura testata**

## Specifiche

<b>Modello testato</b>	VW up! 1.0, LHD
<b>Tipo carrozzeria</b>	3 porte portello posteriore
<b>Anno di pubblicazione</b>	2011
<b>Peso</b>	855kg
<b>Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione</b>	Applicabile a tutte le applies up!s testate
<b>Classe</b>	Supermini.

## Safety equipment

**Pretensionatori della cintura di sicurezza sedile anteriore**

**Limitatori di carico cinture di sicurezza anteriori**

**Airbag anteriore conducente** a una fase

**Airbag anteriore passeggero** a una fase

**Airbag laterali**

**Airbag laterale per la testa** Combined head/thorax airbag

**Controllo elettronico della stabilità** Meeting fitment requirements

**Segnalazione di cintura di sicurezza non allacciata** driver, passenger and rear seats

## Commenti

### **Protezione dei adulti**

In the frontal impact, the passenger compartment remained stable. Maximum points were scored for protection of the passenger dummy. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Volkswagen showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, most body areas had adequate protection. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the driver's chest. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

### **Bambini**

Based on dummy readings in the dynamic tests, the up! scored maximum points for its protection of the three year dummy. In the frontal test, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of dangerous head contacts. The passenger airbag can

be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not clear and the system was not rewarded by Euro NCAP. The dangers of using a rearward facing restraint in the passenger seat without first disabling the airbag are not clearly labelled in the car.

### **Pedoni**

The bumper provided mostly good protection to pedestrians' legs. However, the front edge of the bonnet was poor in all areas tested and scored no points. In those areas where a child's head might strike, the bonnet provided poor protection. In those areas where an adult's head would strike, protection was mixed, some areas providing good protection and others poor.

### **Dispositivi di sicurezza**

Electronic stability control is standard in most European countries but optional on some variants in some countries. Volkswagen provided information to show that it will meet Euro NCAP's fitment requirements for 2011, and the system passed the test requirements. A seatbelt reminder system is standard for the driver, passenger and rear seats. A speed limitation device is not offered on the up!