

Comparabile

Seat Mii

Tested Car: VW up! 1.0, LHD

TEST 2011 ★★★★★



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 32 punti | 89%



Conducente Passeggero

IMPATTO FRONTALE 14.2 punti



Vettura Palo

IMPATTO LATERALE CONTRO VETTURA 7.1 punti

IMPATTO LATERALE CONTRO PALO 7.3 punti



TAMPONAMENTO (COLPO DI FRUSTA) 3.4 punti



Totale 39 punti | 80%



RESTAZIONI 12.0 punti
ISTRUZIONI 4.0 punti
INSTALLAZIONE 2.0 punti

Bambino di 18 mesi

Seggiolino Peke G0 Plus Isofix
Gruppo 0, 0+
Posizione All'indietro
Installazione Ancoraggi ISOFIX e intelaiatura supporto



RESTAZIONI 11.1 punti
ISTRUZIONI 4.0 punti
INSTALLAZIONE 2.0 punti

Bambino di 3 anni

Seggiolino Peke G1 Isofix Duo Plus
Gruppo 1
Posizione In avanti
Installazione Ancoraggi ISOFIX 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

DISPOSITIVI DI LIMITAZIONE VELOCITÀ 0.0 punti
CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC) 3.0 punti
ESP Approvato
SISTEMA SBR 3.0 punti
conducente Approvato
passeggero Approvato
sedile posteriore Approvato





Dettagli della vettura testata

Specifiche

Modello testato	Tested Car: VW up! 1.0, LHD
Tipo carrozzeria	3 porte portello posteriore
Anno di pubblicazione	2011
Peso	855kg
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	Applicabile a tutte le applies Miis testate
Classe	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

The Seat Mii has been scrutinised by Euro NCAP and the car is structurally identical to the Volkswagen up! and has the same interior fittings. Seat has informed Euro NCAP that the Mii also has the same levels of safety equipment as the up!. Accordingly, Euro NCAP believes that the star rating of the up! can also be applied to the Seat Mii.

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. It was demonstrated 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, maximum points were scored for 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

