



Volkswagen Golf
Standard Safety Equipment

2022



Adult Occupant



88%

Child Occupant



87%

Vulnerable Road Users



74%

Safety Assist



82%

SPECIFICATION

Tested Model	VW Golf 1.5 TSI 'Life', TSI
Body Type	- 5 door hatchback
Year Of Publication	2021
Kerb Weight	1316kg
VIN From Which Rating Applies	- all Golfs
Class	Small Family Car

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			
Isifix/i-Size	—	●	●
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 33.7 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 12.7 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.3 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.6 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 33.7 Pts / 88%

■ 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 Golf remained stable in the frontal offset test. Dummy numbers demonstrated good protection of the knees and femurs of both the driver and passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Golf would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, chest protection was marginal but that of other critical body regions was good. 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 Golf has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. 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 Golf 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.

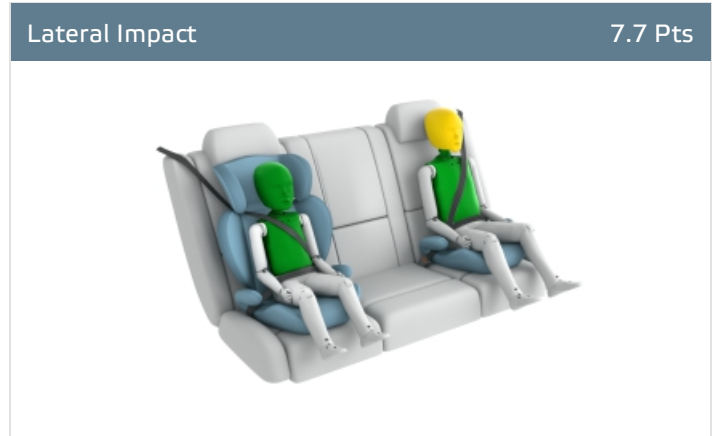
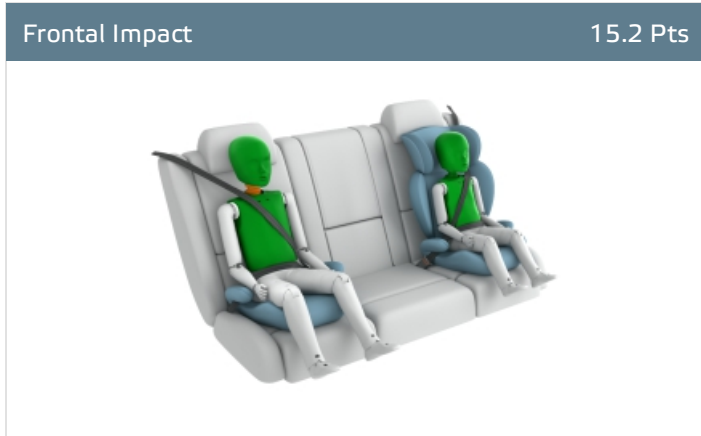
CHILD OCCUPANT

Total 42.9 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts



Restraint for 6 year old child: *Volkswagen KidFix i-Size*
 Restraint for 10 year old child: *Volkswagen KidFix i-Size*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	●	●	✘
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

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)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.9 Pts / 87%

■ 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 42.9 Pts / 87%

	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

With the exception of the neck of the 10 year dummy in the frontal impact, dummy readings indicated good or adequate protection of all critical body areas for both child dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. The status of the airbag is clearly indicated to the driver and the system was rewarded. All of the restraint types for which the Golf is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 40.0 Pts / 74%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

29.0 / 36 Pts



Head Impact	17.0 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


11.0 / 18 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	6 km/h

 VULNERABLE ROAD USERS

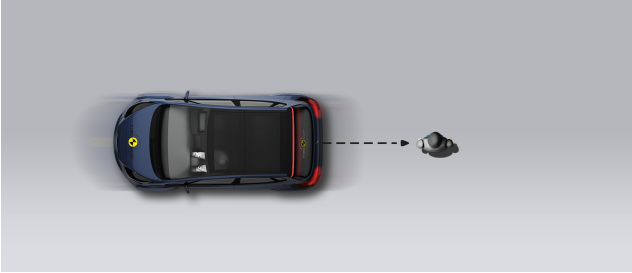
Total 40.0 Pts / 74%

AEB Pedestrian

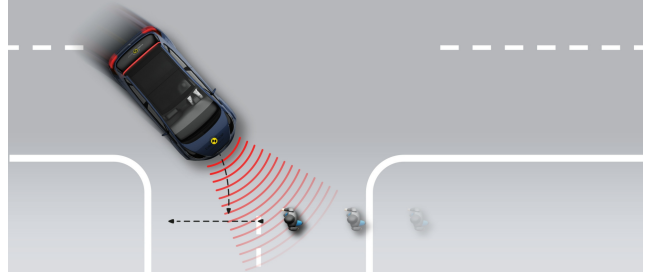
 5.5 / 9 Pts

■ Day time

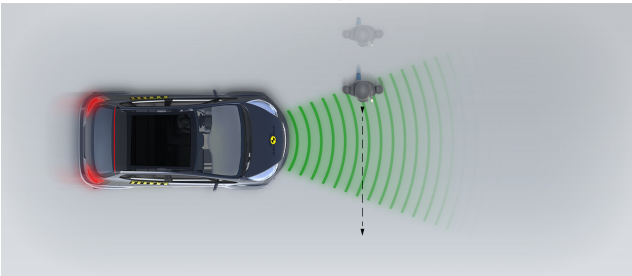
Vehicle reversing into standing pedestrian



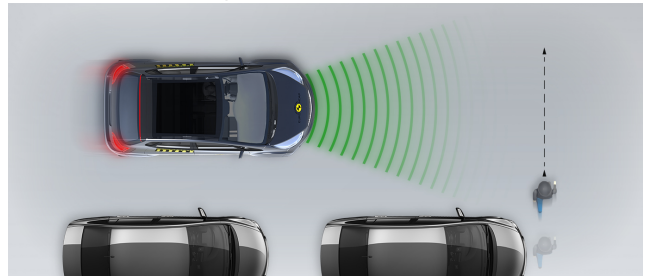
Pedestrian crossing a road into which a car is turning



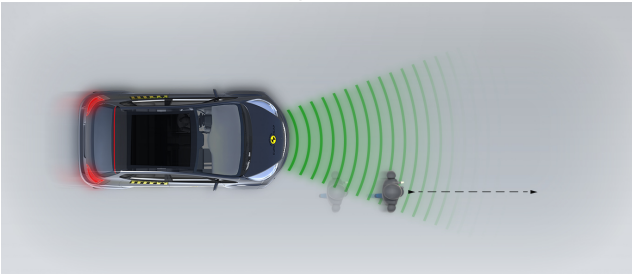
Adult crossing the road



Child running from behind parked vehicles

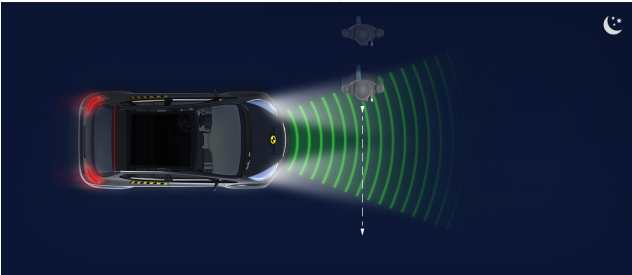


Adult along the roadside

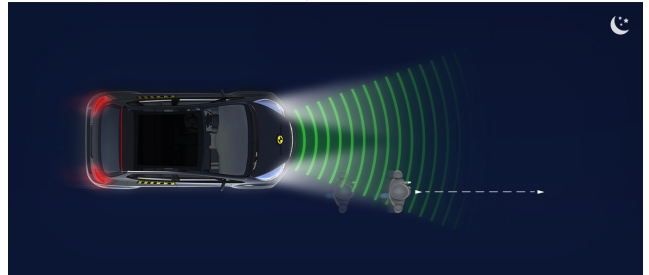


■ Night time

Adult crossing the road




Adult along the roadside

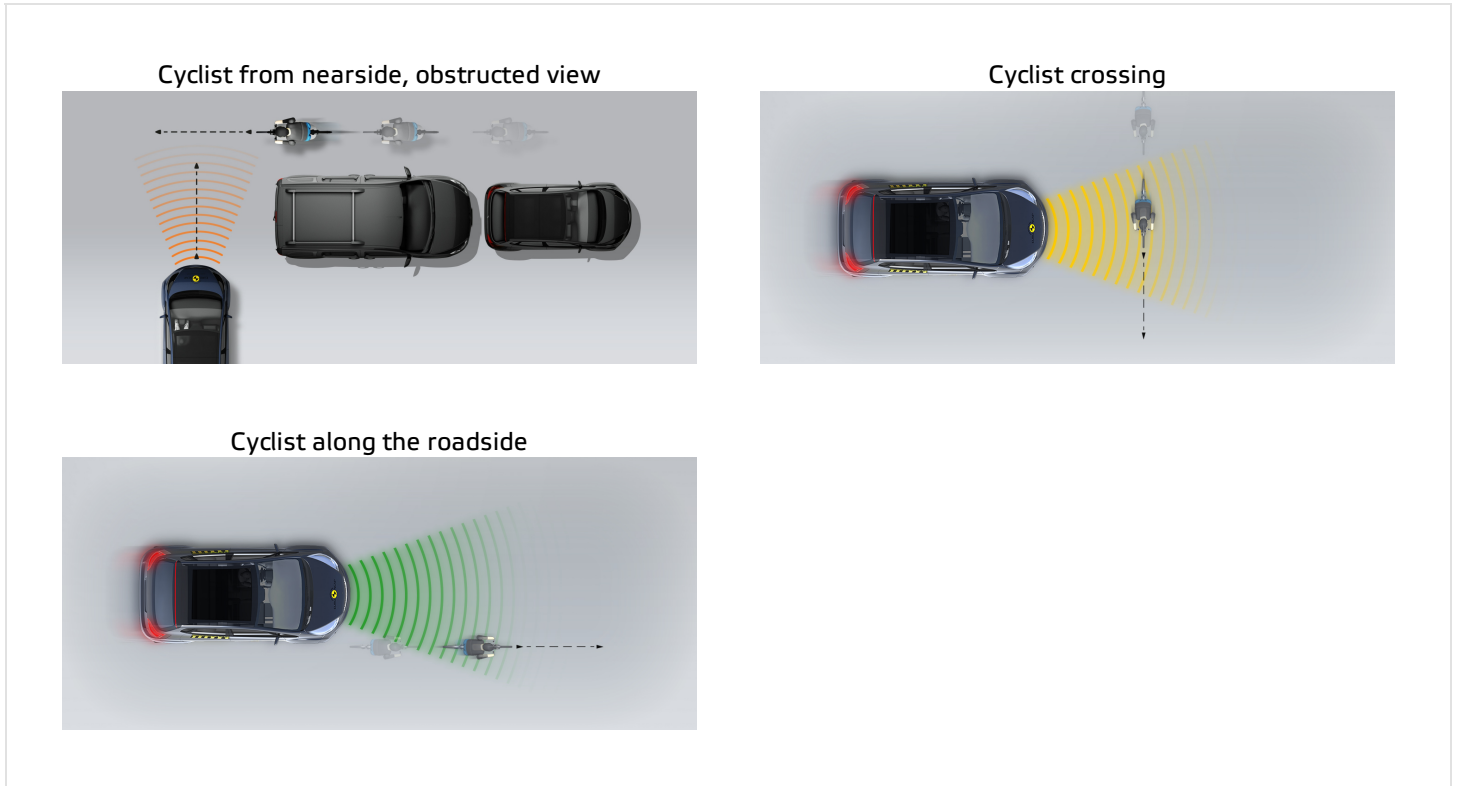


 VULNERABLE ROAD USERS

Total 40.0 Pts / 74%

AEB Cyclist

 5.5 / 9 Pts



Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian. The bumper offered good protection to pedestrians' legs and protection of the pelvis region was also good at all test locations. The autonomous emergency braking (AEB) system of the Golf can respond to vulnerable road users, as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.

SAFETY ASSIST

Total 13.2 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
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, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
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 13.2 Pts / 82%

Lane Support

3.5 / 4 Pts

System Name	Lane Assist	
Type	ELK + LKA (including LDW)	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

5.4 / 6 Pts

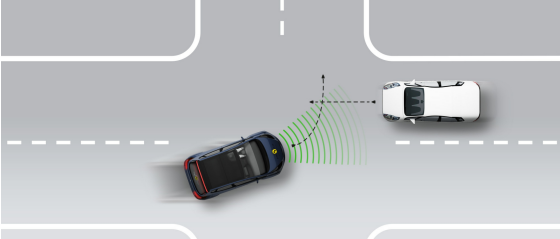
System Name	Front Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	6 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

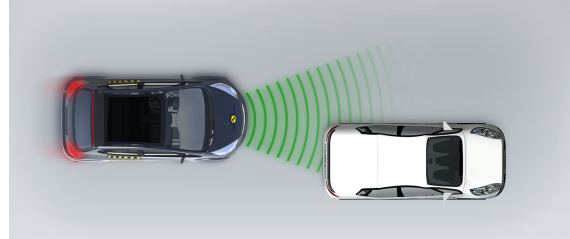
Total 13.2 Pts / 82%

■ Autobrake function only

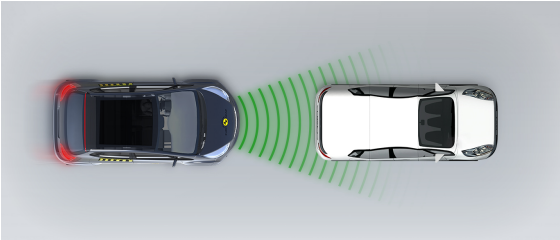
Test car turns across the path of an approaching car



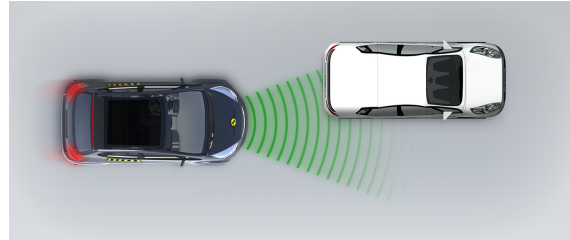
Approaching a stationary car



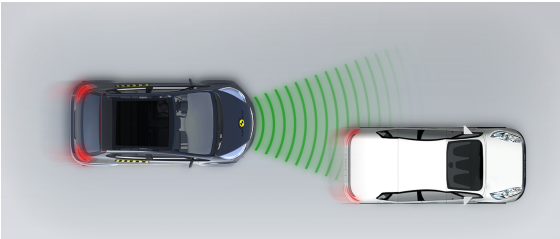
Approaching a stationary car



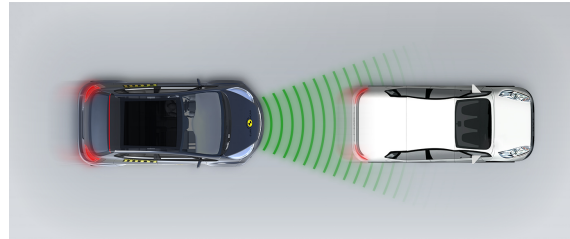
Approaching a stationary car



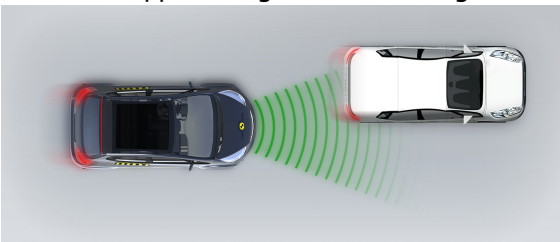
Approaching a slower moving car



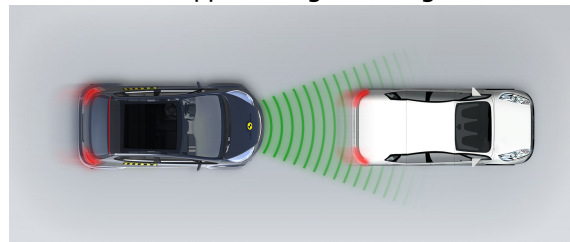
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

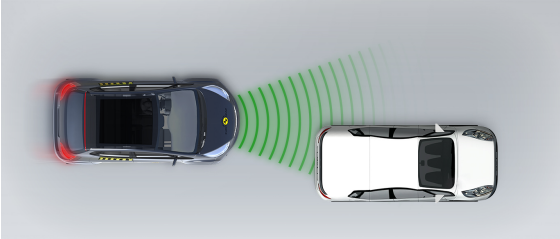


 SAFETY ASSIST

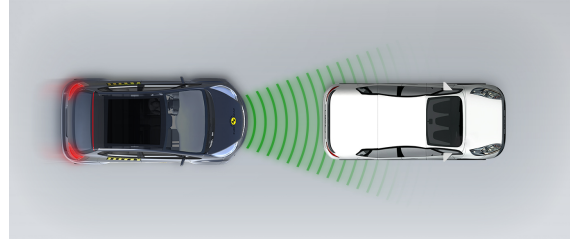
Total 13.2 Pts / 82%

■ Driver reacts to warning

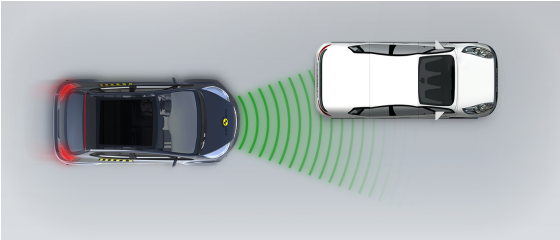
Approaching a stationary car



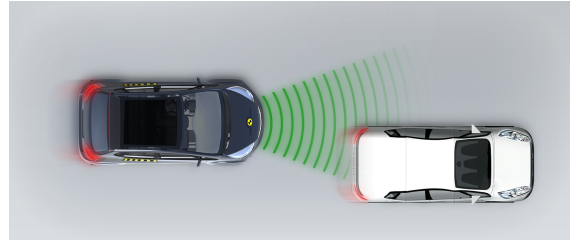
Approaching a stationary car



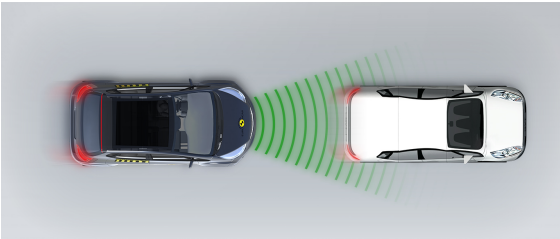
Approaching a stationary car



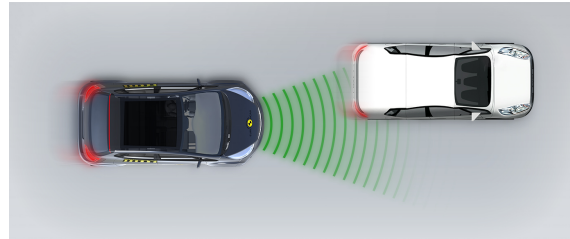
Approaching a slower moving car



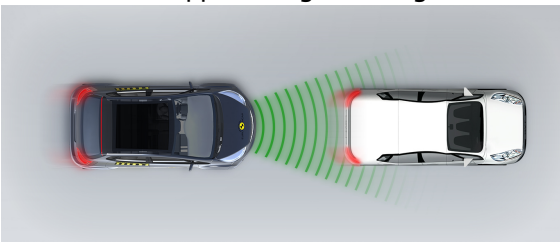
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.2 Pts / 82%

Comments

The Golf's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A driver-set speed limiter is standard equipment.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

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