



VW Golf
Standard Safety Equipment

2019



Adult Occupant



95%

Child Occupant



89%

Vulnerable Road Users



76%

Safety Assist



78%

SPECIFICATION

Tested Model	VW Golf, 1.5 petrol 'Comfortline', LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
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	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis 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 (Hood)	✗
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
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 36.3 Pts / 95%

 GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier

7.5 / 8 Pts



Passenger



Driver

Frontal Full Width

7.6 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.7 / 2 Pts



Front seat



Rear seat

Lateral Impact

15.5 / 16 Pts



Car



Pole

 ADULT OCCUPANT

Total 36.3 Pts / 95%

 GOOD ADEQUATE MARGINAL WEAK POOR

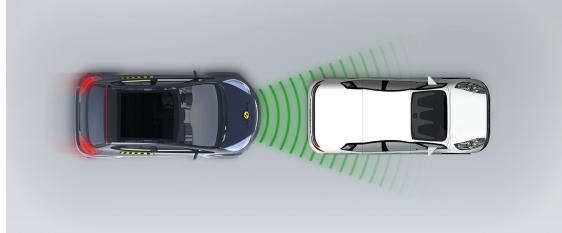
AEB City

 4 / 4 Pts

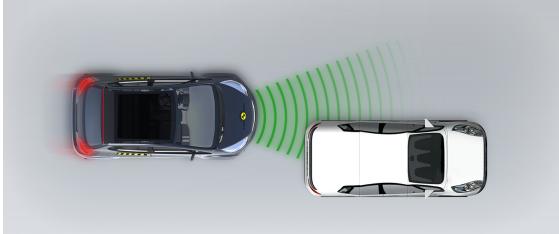
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.3 Pts / 95%

Comments

The passenger compartment of the Golf remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of 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. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal but, otherwise, protection was good or adequate for both the driver and rear passenger. In the side barrier impact, protection of all critical body areas was good and the car scored full points in this test. However, during the test, the rear driver's side door opened and the car was penalised for the risk of occupant ejection that this represents. In the side pole impact, protection of all critical body areas was good and the Golf scored maximum points in this 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 assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in all test scenarios.



CHILD OCCUPANT

Total 44.0 Pts / 89%

GOOD

ADEQUATE

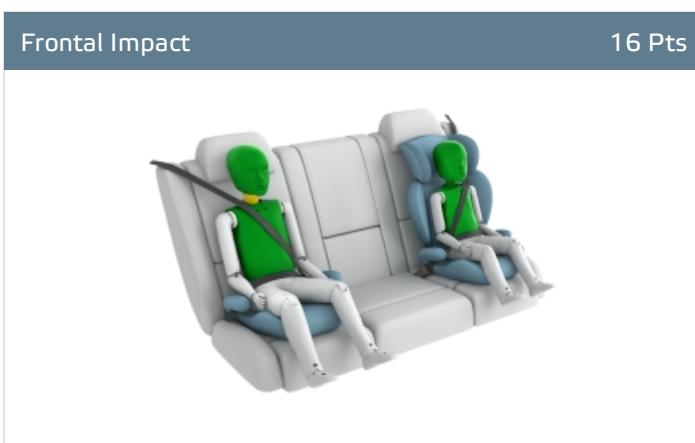
MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts

Restraint for 6 year old child: *Britax Römer Kidfix*Restraint for 10 year old child: *Booster Cushion*

Safety Features

8 / 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 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 44.0 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)





CHILD OCCUPANT

Total 44.0 Pts / 89%

	Seat Position			
	Front	2nd row		
		PASSENGER	LEFT	CENTER
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	□	●
BeSafe iZI Kid X2 i-Size (iSize)	●	●	□	●
BeSafe iZI Flex FIT i-Size (iSize)	●	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	□	●
BeSafe iZI Kid X4 ISOFIX (ISOFIX)	●	●	□	●
Britax Römer Duo Plus (ISOFIX)	●	●	□	●
Britax Römer KidFix XP (ISOFIX)	●	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem

● Install with care

● Safety critical problem

✗ Installation not allowed

Comments

In the frontal test, protection of all critical body areas was good for both dummies, apart from the neck of the 10 year dummy which lost a fraction of a point and was rated as adequate. In the side barrier impact, all critical body areas were well protected for both dummies and the Golf scored maximum points in this part of the assessment. 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 which the Golf is designed could be properly installed and accommodated in the car.

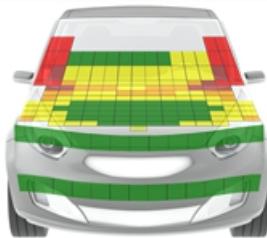
VULNERABLE ROAD USERS

Total 36.8 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

29 / 36 Pts



Head Impact	17 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users

7.8 / 12 Pts

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

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test positions. The Golf's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to such road users was adequate, with collisions avoided or mitigated in most cases.



VULNERABLE ROAD USERS

Total 36.8 Pts / 76%

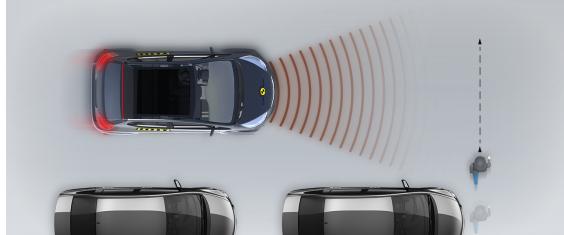
AEB Pedestrian

■ Day time

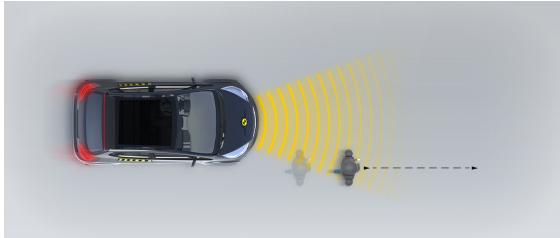
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

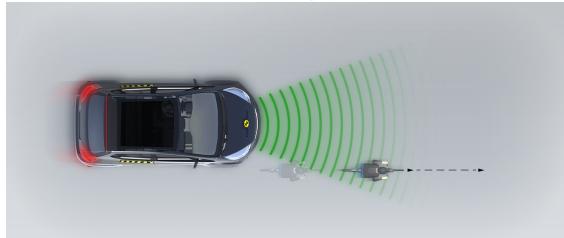


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



 **SAFETY ASSIST**

Total 10.2 Pts / 78%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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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)

Seat Belt Reminder
 3 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual			
Audible			
Occupant detection	—		

 Pass  Fail — Not available
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	 ADEQUATE

SAFETY ASSIST

Total 10.2 Pts / 78%

AEB Inter-Urban **2.5 / 3 Pts**

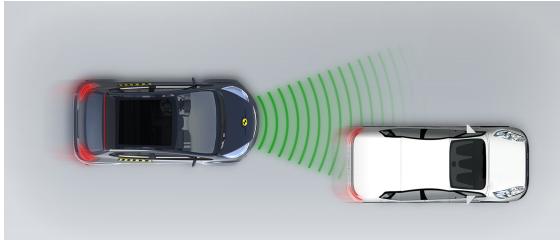
System Name	Front Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	6 km/h
Additional Information	Supplementary warning

Comments

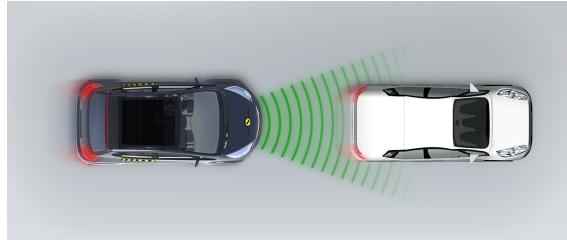
The Golf has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. A driver-set speed limiter helps the driver not to over-speed while a lane support system helps prevent inadvertent drifting out of lane, as well as intervening more aggressively in some more critical situations.

■ **Autobrake function only**

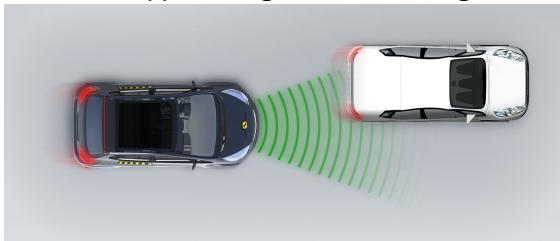
Approaching a slower moving car



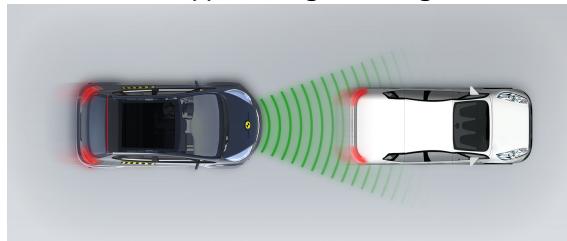
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

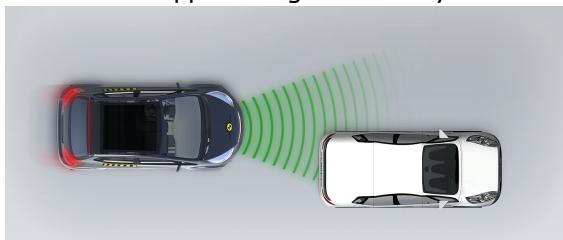


 SAFETY ASSIST

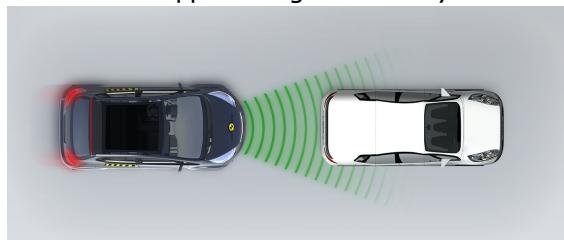
Total 10.2 Pts / 78%

■ Driver reacts to warning

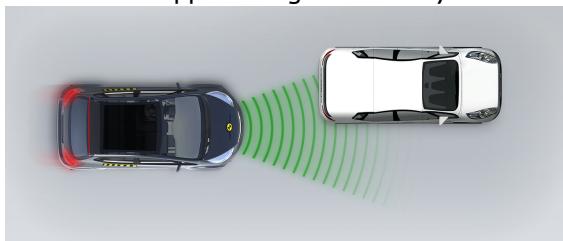
Approaching a stationary car



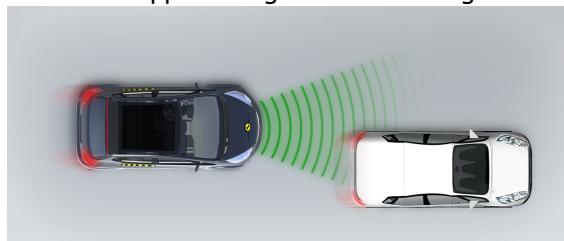
Approaching a stationary car



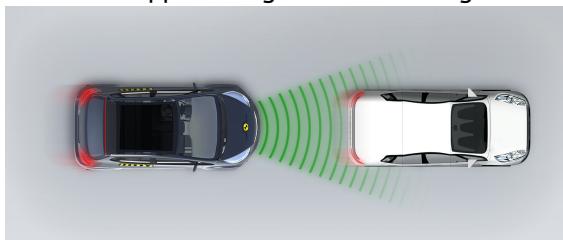
Approaching a stationary car



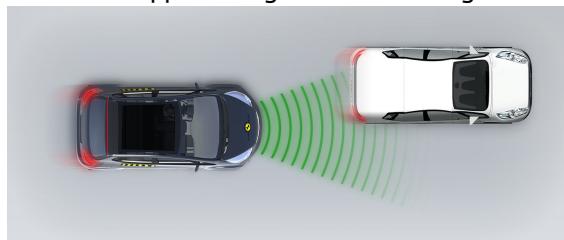
Approaching a slower moving car



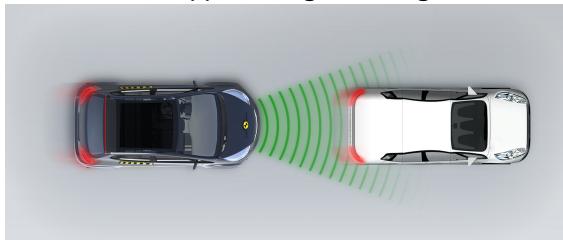
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY**Variants of Model Range**

Body Type	Engine	Drivetrain	Rating Applies LHD	Rating Applies RHD
5 door hatchback	1.0 petrol 66kW / 81kW	4 x 2	✓	✓
5 door hatchback	1.5 petrol* 96kW / 110kW	4 x 2	✓	✓
5 door hatchback	2.0 petrol 140kW / 180kW	4 x 2	✓	✓
5 door hatchback	2.0 diesel 85kW / 110 kW / 147 kW	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019  ✓