

# TEST RESULTS

## VW AMAROK

VW Amarok 2.0 diesel, LHD

2010



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

### ADULT OCCUPANT

Total 31 pts | 86%

#### FRONTAL IMPACT

14 pts



Driver



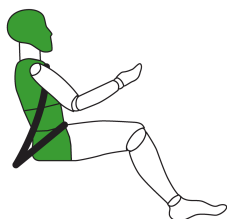
Passenger

#### SIDE IMPACT CAR

8 pts

#### SIDE IMPACT POLE

6 pts



Car



Pole

#### REAR IMPACT (WHIPLASH)

2,8 pts



#### FRONTAL IMPACT

##### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

##### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	15mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

##### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 44mm
Upward pedal movement	none

#### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

#### WHIPLASH

Seat description	Standard, cloth, 4 way manual
Head restraint type	passive
Geometric assessment	0,8 pts

#### TESTS

- High severity	1,8 pts
- Medium severity	2,5 pts
- Low severity	2,7 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 32 pts | 64%

### 18 MONTH OLD CHILD

**Restraint** Bobsy G0 plus Isofix  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 8,5 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Bobsy G0/1  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 8 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** poor

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

3 pts

**Airbag warning Label**

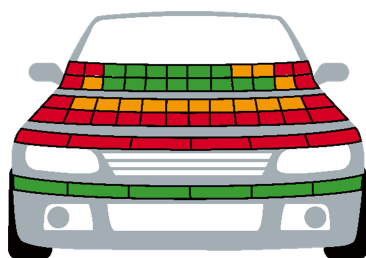
Non-permanent pictogram on B-pillar

## PEDESTRIAN

Total 17 pts | 47%

## SAFETY ASSIST

Total 4 pts | 57%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 11 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE

0 pts

- , not available

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- standard

### SEATBELT REMINDER

1 pts

- driver 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	VW Amarok 2.0 diesel, LHD
<b>Body type</b>	4 door pickup
<b>Year of publication</b>	2010
<b>Kerb weight</b>	1985kg
<b>VIN from which rating applies</b>	applies to all Amaroks of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	
<b>Front passenger frontal airbag</b>	
<b>Side body airbags</b>	combined head/thorax
<b>Side head airbags</b>	combined head/thorax

## COMMENTS

### Adult occupant

The passenger compartment remained stable during the frontal impact. Dummy readings indicated good protection of the knees and femurs for the front seat occupants. Volkswagen were able to demonstrate that the car would offer similar protection to occupants of different sizes and to those sat in different positions. Maximum points were scored in the side barrier test. In the more severe side pole impact, high compression of the test dummy's ribs indicated weak protection of the driver's chest. The car was also penalised for transferring forces into the dummy in a way which could not be done with a human body, resulting in no points being awarded for chest protection. Protection of the neck in a rear impact was rated as marginal.

### Child occupant

In the frontal impact, forward movement of the 3 year dummy was not excessive although the vertical acceleration measured in the dummy's chest was higher than recommended values. Both dummies were properly contained by the protective shells of their restraints in the side impact. The passenger airbag can be deactivated to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver about the status of the airbag is not sufficiently clear. The label warning of the dangers of using a rearward facing restraint in the passenger seat without first disabling the airbag was unclear and poorly positioned.

### Pedestrian

The bumper offered good protection to pedestrians' legs and scored full points but the front edge of the bonnet offered poor protection. The bonnet was predominantly good in those areas likely to be struck by an adult's head but was poor in most areas where a child's head might strike.

### Safety assist

Electronic stability control is standard equipment on all variants and there is a seatbelt reminder for the driver's seat.