

VW Passat

VW Passat 2.0 TDI 'Comfortline', LHD

2014 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	VW Passat 2.0 TDI 'Comfortline', LHD
Body type	5 door hatchback
Year of publication	2014
Kerb weight	1465kg
VIN from which rating applies	applies to all Passats of the specification tested

SAFETY EQUIPMENT

Frontal airbags	Driver (Single Stage), Passenger (Single Stage)
Pre-tensioners	Driver (single), Passenger (single)
Load-limiters	Driver, Passenger, Rear
Knee airbags	None
Side airbags	Head (front and rear), Thorax (front only)
Front head restraints	Passive
Passenger airbag switch	Manual switch
iSize Seats	2nd row (outboard)
Integrated child restraint	None
Active Pedestrian Protection	None,
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	ESC, Standard, Always On
Speed Assistance Systems	Driver-set speed limitation, Optional (meeting fitment requirements)
Lane Support	Optional (not meeting fitment requirements)
Autonomous Braking	Front Assist with City Emergency Braking, Inter-Urban (Auto-Brake and Forward Collision Warning) system, Optional (meeting fitment requirements)
Other	Automatic Post-Collision Braking System (standard); Driver Alert fatigue detection (standard); Side Assist (optional); Pre-Crash preventive occupant protection

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 33 pts | 85%

CRASH TEST PERFORMANCE

FRONT OFFSET

14,9 pts



Driver



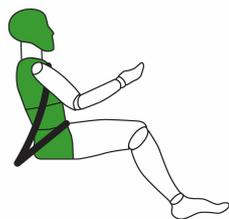
Passenger

SIDE CAR

8 pts

SIDE POLE

7,4 pts



Side car



Side pole

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,3 pts



Front seats



Rear seats

FRONT OFFSET

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	1mm
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	Clutch - 46.5mm
Upward pedal movement	Clutch - 42.3mm

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

HEAD RESTRAINT

Seat description	Standard leather, 14 way manual/electric
Head restraint type	Passive
Front geometric assessment	2 pts

TESTS

- High severity	2,1 pts
- Medium severity	2,1 pts
- Low severity	2,4 pts

AEB CITY

0 pts

System name	Not applicable
Fitment	Optional (not meeting fitment requirements)



CHILD OCCUPANT

Total 43 pts | 87%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Bobsy G0+ ISOFIX
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Bobsy G1 ISOFIX TT
Facing forward facing
Installation ISOFIX and TopTether



PERFORMANCE **11,9 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Safety features score **7 pts**
Installation check score **12 pts**

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Bobsy G0+ ISOFIX ()	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Bobsy G1 ISOFIX ()	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS

SAFETY ASSIST

Total 10 pts | 76%

SPEED ASSISTANCE SYSTEM 1,3 pts

Optional (meeting fitment requirements)	
Speed Information	Not applicable
Speed Assistance (Manual)	Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESC	Meets requirements
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SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

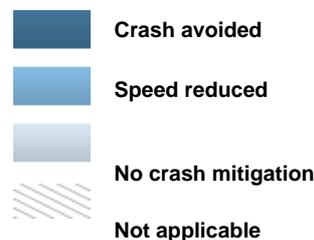
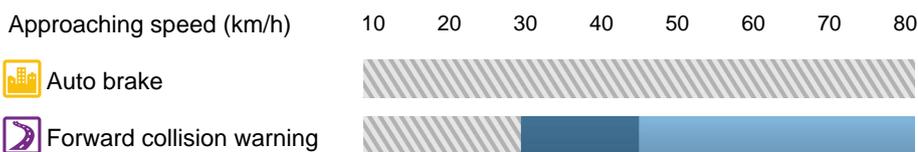
LANE SUPPORT SYSTEMS 0 pts

Optional (not meeting fitment requirements)	0
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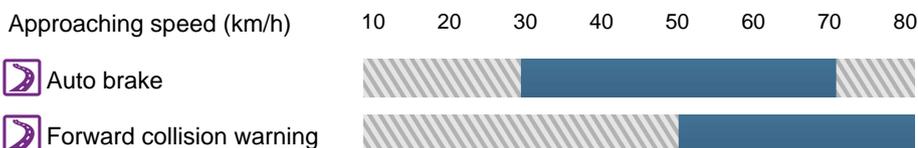
AEB INTERURBAN SYSTEMS 2,7 pts

Front Assist with City Emergency Braking	Optional (meeting fitment requirements)
Human machine interface	Default On
Performance	

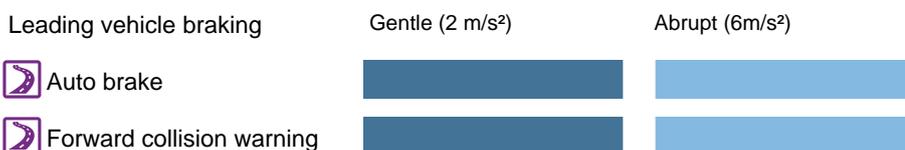
APPROACHING A STATIONARY VEHICLE



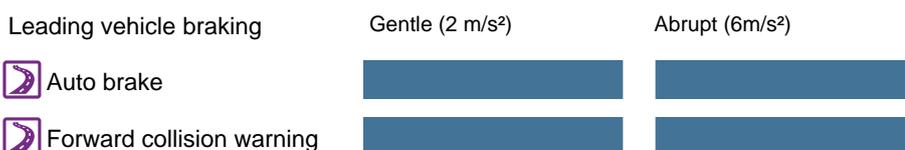
APPROACHING A SLOW MOVING VEHICLE



APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY



APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY



PEDESTRIAN

Total 24 pts | 66%



HEAD	15,3 pts
PELVIS	2,6 pts
LEG	6 pts



COMMENTS

Based on data provided by VW, Euro NCAP believes that a similar level of safety would be provided by the VW Passat 'Variant' (estate) and the star rating shown here applies also to that derivative.

Adult occupant

The passenger compartment remained stable in the frontal impact. Good protection was provided to all parts of the passenger dummy. Dummy numbers indicated good protection of the knees and femurs of both the driver and passenger dummy. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions, whose knees might strike the dashboard in different places. In the side impact test, the Passat scored maximum points with good protection of all critical body areas. In the more severe side pole test, protection of the chest and abdomen was adequate and that of the head and pelvis was good. Test on the front seats and a geometric assessment of the rear seats indicated a good level of protection for all occupants against whiplash injuries in the event of a rear-end collision. An optional autonomous emergency braking system - 'Front Assist with City Emergency Braking' - is available on the Passat and operates at low speeds to prevent or mitigate minor injuries, including whiplash. As the system is not standard equipment, its low-speed functionality was not assessed.

Child occupant

The Passat scored maximum points for its protection of the 1½ dummy in the dynamic crash tests. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive but a fraction of a point was lost for marginally high neck loading. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with the vehicle interior. 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 car is designed could be properly installed and accommodated in the Passat.

Pedestrian

The bumper scored maximum points, providing good protection to pedestrians' legs in all places. The front edge of the bonnet offered some good protection to the pelvis region but was poor in other test areas. The protection offered to a pedestrian's head was predominantly good or adequate, with poor results recorded only on the stiff windscreen pillars.

Safety assist

Electronic stability control is standard equipment, together with a seatbelt reminder system for front and rear seats. A lane departure warning system is an option but is not expected to be fitted to most cars sold so it was not included in the assessment. The optional, driver-set speed limitation system is expected to be on most cars so it was included in the assessment and met Euro NCAP's requirements for systems of this type. Likewise, 'Front Assist with City Emergency Braking' is an option that qualified for assessment. Its performance at the higher speeds typical of open-road driving was tested and found to be good.