

Seat Mii

Tested Car: VW up! 1.0, LHD

2011



89%

ADULT OCCUPANT



80%

CHILD OCCUPANT



46%

PEDESTRIAN



86%

SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 89%

FRONTAL IMPACT

14,2 pts



Driver



Passenger

SIDE IMPACT CAR

7,1 pts

SIDE IMPACT POLE

7,3 pts



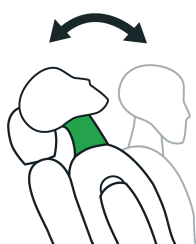
Car



Pole

REAR IMPACT (WHIPLASH)

3,4 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 4mm

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 - 37mm

Upward pedal movement clutch - 28mm

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Cloth, 6 way manual

Head restraint type Passive

Geometric assessment 1 pts

TESTS

- High severity 2 pts

- Medium severity 2,6 pts

- Low severity 2,6 pts

CHILD OCCUPANT

Total 39 pts | 80%

18 MONTH OLD CHILD

Restraint Peke G0 Plus Isofix
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 12 pts
 INSTRUCTIONS 4 pts
 INSTALLATION 2 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 Peke G1 Isofix Duo Plus Top Tether
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 11,1 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

VEHICLE BASED ASSESSMENT

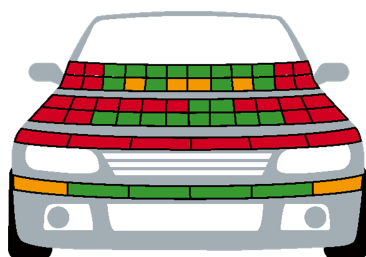
4 pts

Airbag warning Label

Non-permanent pictogram on B pillar

PEDESTRIAN

Total 17 pts | 46%



GOOD
 MARGINAL
 POOR

HEAD 11,7 pts
 PELVIS 0 pts
 LEG 4,9 pts

SAFETY ASSIST

Total 6 pts | 86%

SPEED LIMITATION ASSISTANCE 0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass
 Yaw rate ratio (1.00s) 2,27 %
 Yaw rate ratio (1.75s) 1,65 %
 Lateral displacement (1.07s) 3,11 m

SEATBELT REMINDER 3 pts

- driver Pass
 - passenger Pass
 - rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Tested Car: VW up! 1.0, LHD
Body type	3 door hatchback
Year of publication	2011
Kerb weight	855kg
VIN from which rating applies	applies to all Miis of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	Combined head/thorax airbag
Electronic Stability Control	Meeting fitment requirements
Seatbelt Reminder	driver, passenger and rear seats

COMMENTS

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.

Adult occupant

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.

Child occupant

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.

Pedestrian

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.

Safety assist

Electronic stability control is standard in most European countries but optional on some variants in some countries. Seat provided information to show that it will meet Euro NCAP's fitment requirements for 2011, and the system passed the test requirements. A seatbelt reminder system is standard for the driver, passenger and rear seats. A speed limitation device is not offered on the Mii.