

Polestar

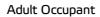
Polestar 2 Standard Safety Equipment

2021

Child Occupant









92%



89%

Vulnerable Road Users



80%



Safety Assist

86%

SPECIFICATION

Tested Model	Polestar 2 Long Range Dual Motor, LHD
Body Type	- Fastback 5 door
Year Of Publication	2021
Kerb Weight	2173kg
VIN From Which Rating Applies	- all Polestar 2
Class	Executive

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			
Isofix	_	•	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet	
AEB Vulnerable Road Users	•
AEB Car-to-Car incl. Turn Across Path	•
AEB Reverse	×
Speed Assistance	•
Lane Assist System	•

Note: Other equipment may be available on the vehicle but was not considered in the test year.

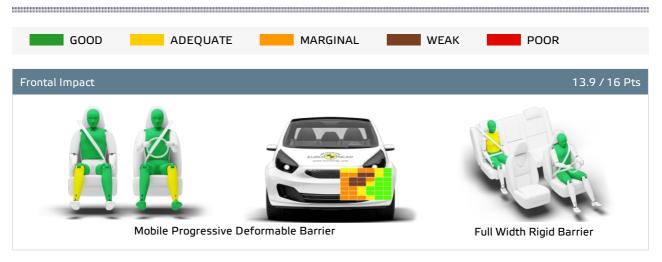
	Fitted to the vehicle as standard	\sim) Fitted	l to the	vehicle	as part of	of the sa	afety pac	:k
•	,	_	,			•		, ,	

O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

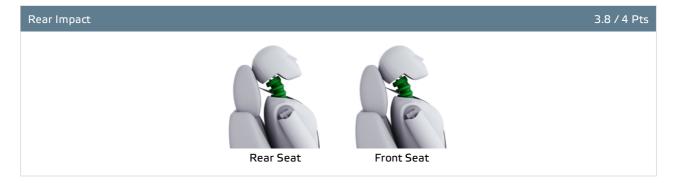




Total 35.2 Pts / 92%











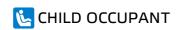
Total 35.2 Pts / 92%



Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Polestar showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deformable barrier used in the test showed that the Polestar 2 was moderately aggressive towards other vehicles and a penalty was applied to the score for the offset test. In the full-width, rigid wall test, protection was good or adequate for all critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good for all critical body areas. Even in the more severe side pole impact, protection was at least adequate. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as good. The Polestar 2 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The car is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.





Total 44 Pts / 89%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Volvo - Britax Römer Kidfix SL* Restraint for 10 year old child: *Osann junior booster cushion*

Safety Features 8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•	•	×
i-Size	•	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12.0 / 12 Pts



i-Size CRS











ISOFIX CRS







Total 44 Pts / 89%

Universal Belted CRS











Total 44 Pts / 89%

		Seat Pos	ition	
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	•	•	_	•
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	•	•	_	•
BeSafe iZl 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)	•	•	_	•
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

Not available

Comments

In both the frontal offset test and the side barrier impact, protection of both child dummies was good for all critical body areas and the Polestar 2 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 restraints for which the Polestar 2 is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 43.5 Pts / 80%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian 30.0 / 36 Pts



Head Impact	19.9 Pts
Pelvis Impact	4.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 13.5 / 18 Pts

System Name	Collision Avoidance and Mitigation (IntelliSafe)
Туре	Auto-Brake with Forward Collision Warning
Operational From	4 km/h



Total 43.5 Pts / 80%

AEB Pedestrian

6.1 / 9 Pts

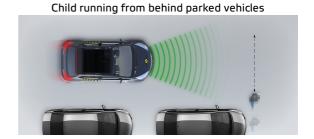
Day time



Pedestrian crossing a road into which a car is turning

Adult crossing the road



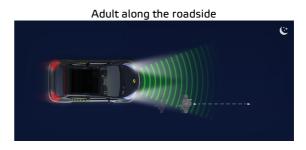


Adult along the roadside



Night time





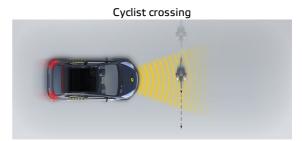


X VULNERABLE ROAD USERS

Total 43.5 Pts / 80%

AEB Cyclist 7.5 / 9 Pts





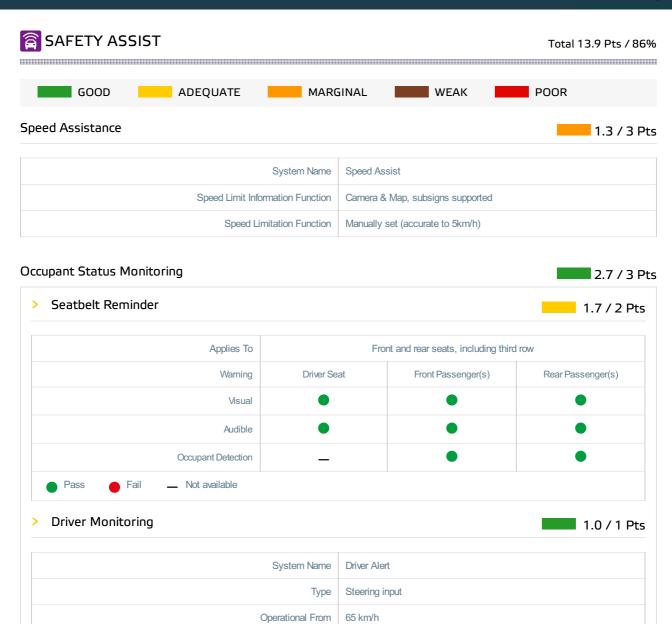




Comments

The Polestar 2 is equipped with an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been hit and actuators raise the bonnet to provide greater clearance to the stiff structures underneath. Polestar showed that the system worked robustly for different pedestrian statures and over a range of speeds. Accordingly, the car was tested in bonnet deploying. The system worked well, the bonnet providing good or adequate protection over almost all of its surface. The bumper provided good protection to pedestrians' legs. Protection of the pelvis was predominantly good but poorer test results were recorder at some test positions. The Polestar's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to cyclists was good and its response to pedestrians was adequate. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.







SAFETY ASSIST

Total 13.9 Pts / 86%

Lane Support	4.0 / 4 Pts
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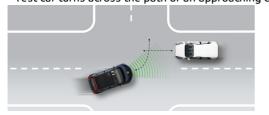
System Name	Lane Keeping Aid (IntelliSafe)
Туре	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD

AEB Car-to-Car 6.0 / 6 Pts

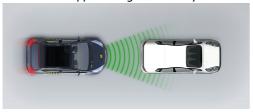
System Name	Collision Avoidance and Mitigation (IntelliSafe)
Туре	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

Autobrake function only

Test car turns across the path of an approaching car



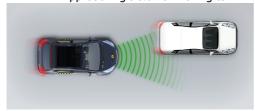
Approaching a stationary car



Approaching a slower moving car



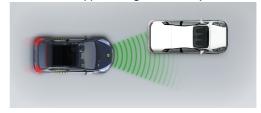
Approaching a slower moving car



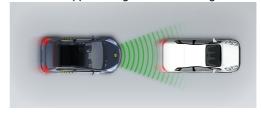
Approaching a stationary car



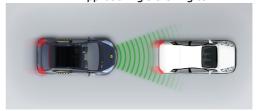
Approaching a stationary car



Approaching a slower moving car

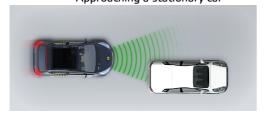


Approaching a braking car

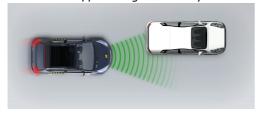


Driver reacts to warning

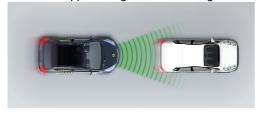
Approaching a stationary car



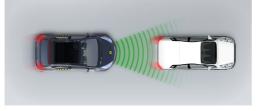
Approaching a stationary car



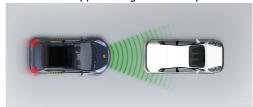
Approaching a slower moving car



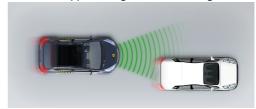
Approaching a braking car



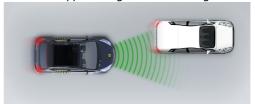
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Total 13.9 Pts / 86%

Comments

A seatbelt reminder system is fitted as standard equipment to the front and rear seats. A driver-monitoring system monitors steering inputs and warns the driver if it detects those which are characteristic of drowsy driving. A speed assistance system is fitted as standard. The speed limitation information system did not meet Euro NCAP's requirements. The speed limiter can be set manually, and points were awarded for that part of the speed assistance system. A lane assistance system gently steers the car if it is drifting out of lane and also intervenes more aggressively in some critical situations. In tests of its reaction to other vehicles, the AEB system performed well, with collisions avoided in almost all test situations.



RATING VALIDITY

Variants of Model Range

Body Туре	Engine & Transmission	Drivetrain	Rating A
			LHD
5 door hatchback	Dual motor battery electric vehicle*	4 x 4	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
March 2021	Rating Published	2021 🗙 🛧 🛧 🛧	✓