

# VOLKSWAGEN GOLF

NZ: JANUARY 2021 - JANUARY 2023

AUS: MAY 2021 - JANUARY 2023

ALL VARIANTS



TESTED  
2019



VOLKSWAGEN GOLF 8

## OVERVIEW

The Volkswagen Golf 8 was introduced in New Zealand in January 2021 and Australia in May 2021. This ANCAP safety rating applies to all Australian and New Zealand variants.

Dual frontal, side head-protecting (curtain) airbags and side chest-protecting airbags for the first and second row outboard seating positions are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User), reversing collision avoidance, and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard on all variants.

**ANCAP SAFETY RATING**



**RATING YEAR (DATESTAMP)**

2019

**VEHICLE TYPE**

SMALL CAR

**AIRBAGS**

Dual frontal,  
Side chest (1st & 2nd row)  
Side head (1st & 2nd row)

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
VOLKSWAGEN GOLF	5 door hatch	1.4 litre petrol	2WD	✓	-
VOLKSWAGEN GOLF Life	5 door hatch	1.4 litre petrol	2WD	✓	✓
VOLKSWAGEN GOLF R-Line	5 door hatch	1.4 litre petrol	2WD	✓	✓
VOLKSWAGEN GOLF GTi	5 door hatch	2.0 litre petrol	2WD	✓	✓
VOLKSWAGEN GOLF R	5 door hatch	2.0 litre petrol	AWD	✓	✓
VOLKSWAGEN GOLF	5 door wagon	2.0 litre petrol	2WD	✓	-
VOLKSWAGEN GOLF R	5 door wagon	2.0 litre petrol	AWD	✓	-

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT - NOT APPLICABLE

# ADULT OCCUPANT PROTECTION



**95%**

36.29 POINTS  
OUT OF 38

The passenger compartment of the Volkswagen Golf remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver and the lower legs of the passenger. Protection for all other critical body regions was GOOD.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the chest of the rear passenger was rated MARGINAL with GOOD protection of all other critical body areas.

In the side impact test and the oblique pole test, protection of all critical body regions was GOOD. However, during the side impact test the driver's door opened so a penalty was applied.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios typical of city driving.

<b>FRONTAL OFFSET#</b>	7.54 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.60 (out of 8)
<b>SIDE IMPACT#</b>	7.50 (out of 8)
<b>OBLIQUE POLE#</b>	8.00 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.66 (out of 2)
<b>AEB - City</b>	4.00 (out of 4)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 pts
Chest:	3.47 pts
Upper legs:	4.00 pts
Lower legs:	3.60 pts
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.96 pts
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.84 pts
Upper legs:	4.00 pts
Deductions:	Nil



**Rear Passenger**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.58 pts
Upper legs:	4.00 pts
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 points (door opening)



**Driver**

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear:	0.38 points
Front:	1.28 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



**89%**

43.77 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Volkswagen Golf is fitted with lower ISOFix anchorages for the rear outboard seats and top tether anchorages for all rear seating positions. Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

<b>DYNAMIC TEST (FRONT)</b>	15.96 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	11.81 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	●*	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE    - NOT APPLICABLE

\* NZ models only. Not available on AUS models.

**NOTE:** The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

# CHILD OCCUPANT PROTECTION



87%

43.77 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   - NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



**76%**

36.76 POINTS  
OUT OF 48

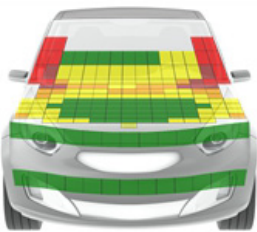
The bonnet of the Volkswagen Golf provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the stiff windscreen pillars.

Protection of the pelvis area was GOOD, and the bumper also showed GOOD results for leg impacts.

The AEB system offered ADEQUATE performance in pedestrian test scenarios, with ADEQUATE performance recorded in daylight scenarios and MARGINAL performance in night-time scenarios. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The system's overall performance was classified as ADEQUATE.

<b>HEAD IMPACTS</b>	16.99 (out of 24)
<b>UPPER LEG IMPACTS</b>	6.00 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian</b>	3.44 (out of 6)
<b>AEB - Cyclist</b>	4.33 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Front Assist  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 6-85 km/h  
**DESCRIPTION:** System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist						
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING		Cyclist crossing from kerb		Cyclist travelling along road (50%)		FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY	
	[Diagram]		[Diagram]		[Diagram]		[Diagram]		[Diagram]		[Diagram]		[Diagram]		[Diagram]		[Diagram]
PERFORMANCE	GOOD	-	GOOD	MARGINAL	GOOD	WEAK	WEAK	-	GOOD	GOOD	WEAK	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD
	ADEQUATE										ADEQUATE						

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



**80%**

10.46 POINTS  
OUT OF 13

The Volkswagen Golf is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most scenarios.

Tests of LSS functionality showed some GOOD performance, including in several of the more critical emergency lane keeping (ELK) test scenarios. Overall performance of the LSS system was classified as GOOD.

A manually-set speed assistance system is standard equipment. A speed limit information function is not available.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.25 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	3.75 (out of 4)
<b>AEB - Interurban</b>	2.46 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Assist  
**OPERATIONAL FROM:** 60-250 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge		
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



80%

10.46 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front Assist  
 TYPE: Autonomous emergency braking with forward collision warning  
 OPERATIONAL FROM: 6-250 km/h  
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	Supplementary warning <b>PASS</b>
	Restraint activation / dynamic retractors <b>[NOT FITTED]</b>

FORWARD COLLISION WARNING (FCW)		
TEST SCENARIO	Driving towards a stationary car	Driving towards a slower moving car
PERFORMANCE	<b>GOOD</b>	

AUTONOMOUS EMERGENCY BRAKING - Interurban					
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY	
PERFORMANCE	<b>GOOD</b>	<b>GOOD</b>	<b>GOOD</b>	<b>GOOD</b>	<b>GOOD</b>

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	<b>[NOT AVAILABLE]</b>
Speed Limitation Function	Manually set

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	●	●
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD   ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS   ○ OPTIONAL   ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Volkswagen Golf Comfortline LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	1.5 litre petrol
RATING PUBLISHED	January 2021
RATING UPDATED	June 2022