

Volkswagen owner, [redacted] would agree. When [redacted] was [redacted] and their two-year old car were on their way home from a family visit, the dreaded happened. While taking a call from [redacted] a cell phone, [redacted] lost control of her Volkswagen New Beetle. [redacted] car hit the edge of a rail track, rolled twice and came to a stop on its wheels. The windshield, passenger door window and rear window were shattered. Thankfully [redacted] and her daughter escaped with minor injuries. [redacted] credits safety to the strong construction of the New Beetle. "They walked away with their lives and very minor injuries. After the accident, we bought a new 2001 New Beetle GLS. One of my friends was so impressed as well the New Beetle held up during the accident that he sold his car and bought a 2001 GTI. It's happy Volkswagen makes such a strong car"



Simply put, safety is a big part of Volkswagen design. Consider the state-of-the-art production technique laser welding that give Volkswagen models torsional and body rigidity and, in a nutshell, added strength. Many Volkswagen models also feature an advanced occupant safety system that includes energy absorbing crush zones, pretensioning front safety belts, front and rear head restraints, daytime running lights and front and front seat-mounted side air bag supplemental restraints. All of these safety features combine to create Volkswagen vehicles.

In fact, the New Beetle and Passat each earned a five-star rating in the National Highway Traffic Administration's* testing. The 2001 New Beetle earned five stars for the front occupant in the side impact crash test, and the 2001 Passat earned five stars for both the driver's side and passenger's side frontal impact crash test. Both models also earned the Insurance Institute for Highway Safety's** highest rating (G) for the 40 mph/64 km/h frontal offset crash tests for 1996-2001 model years.

The reality is that sometimes even your best driving isn't enough to avoid an accident. When Volkswagen Golf owner [redacted] was hit broadside by a truck, he had little time to react. That's when you rely on the strength and integrity of your vehicle — enter Volkswagen's passive safety features. These safety features are called "passive" because they don't require any action from the driver. It's important to remember that most passive safety features are designed to work in conjunction with an essential active safety feature — the safety belts. Safety belts played a key role in allowing [redacted] and her daughter to enjoy the full benefits of the New Beetle's passive safety features.

The passive safety features that Volkswagen employs on many of its models include:

- Rigid safety cell construction and roof pillars — help resist deformation and help reduce risk of occupant injury, especially from side-impact collisions.
- Front and rear crush zones — yield upon impact and dissipate crash energy to help reduce the force acting on the occupants in the event of a collision.
- Energy-absorbing steering system — helps protect the driver's head and upper torso from injury.
- Three-point safety belt system with integrated pretensioners — help to reduce the slack between the passenger and the belt in frontal collisions.
- Rigid ramp seat design and padded knee bar — help prevent occupants from "submarining" under the safety belts during a frontal crash and help increase the effectiveness of the restraint system.
- Front and rear head restraints — help reduce injury to the head and neck during collisions.
- Dual front and front side air bag supplemental restraint systems — work with the safety belts and are designed to deploy at the exact moment they're needed.
- Side Curtain Protection™ — helps protect the head and shoulders in an initial side or lateral impact. In addition, the air bags stay inflated for approximately five seconds after activation in case of a second impact or rollover. (Standard in U.S.; optional in Canada.)

NOTE: Air bags are supplemental restraints only. Always use safety belts and seat children only in the rear, using restraint appropriate for their size and age.

"Strong car" = World's owners

What you should know?

- According to the National Highway Traffic Safety Administration (NHTSA), for every vehicle in a side crash there are two vehicles in frontal collisions.
- The NHTSA developed the "star" rating system for front seat belts. Congress requested an easy to understand comparison of front seat belt crash test data. The star rating is used to rank NHTSA's side impact crash test results.

