



**Ford Ranger**  
Standard Safety Equipment

2022



Adult Occupant



84%

Child Occupant



90%

Vulnerable Road Users



74%

Safety Assist



84%

## SPECIFICATION

|                               |                               |
|-------------------------------|-------------------------------|
| Tested Model                  | VW Amarok 2.0/Ford Ranger 3.0 |
| Body Type                     | - Pick-Up                     |
| Year Of Publication           | 2022                          |
| Kerb Weight                   | 2434kg                        |
| VIN From Which Rating Applies | - all double cabin Rangers    |
| Class                         | Pick-up                       |

### General comments

The Ford Ranger and VW Amarok are corporate twins with identical structure and safety equipment. The two vehicles share a common rating, derived from some tests performed on the Ranger by ANCAP and some tests performed by Euro NCAP on the Amarok.

## SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | ●      | ●         | —    |
| Belt pretensioner        | ●      | ●         | ●    |
| Belt loadlimiter         | ●      | ●         | ●    |
| Knee airbag              | ●      | ●         | —    |
| SIDE CRASH PROTECTION    |        |           |      |
| Side head airbag         | ●      | ●         | ●    |
| Side chest airbag        | ●      | ●         | ✘    |
| Side pelvis airbag       | ✘      | ✘         | ✘    |
| Centre Airbag            | ●      | ●         | —    |
| CHILD PROTECTION         |        |           |      |
| Isofix/i-Size            | —      | ✘         | ●    |
| Integrated CRS           | —      | ✘         | ✘    |
| Airbag cut-off switch    | —      | ●         | —    |
| SAFETY ASSIST            |        |           |      |
| Seat Belt Reminder       | ●      | ●         | ●    |

| OTHER SYSTEMS             |   |
|---------------------------|---|
| Active Bonnet             | ✘ |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse  | ● |
| AEB Car-to-Car            | ● |
| 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   
 ● Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

**ADULT OCCUPANT**

Total 32.0 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 12.7 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.2 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.2 / 4 Pts

Rear Seat      Front Seat

## ADULT OCCUPANT

Total 32.0 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

| Rescue and Extrication |                          | 1.0 / 2 Pts |
|------------------------|--------------------------|-------------|
| Rescue Sheet           | Available, ISO compliant |             |
| Advanced eCall         | Not available            |             |
| Multi Collision Brake  | Available                |             |

## Comments

The passenger compartment of the Ford Ranger remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Ford demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be an aggressive partner in a frontal collision and it was penalised accordingly. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal, based on dummy readings of chest compression but that of the dummy was good for all critical body areas. In both side barrier test, protection was good for all critical body regions and the Ranger scored maximum points in this test. In the more severe side pole impact, chest protection was rated as marginal, based on dummy readings of rib compression. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The Ranger has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system worked well in Euro NCAP's tests, with good protection of the occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Ranger does not have an advanced eCall system but is equipped with a system to prevent secondary collisions.

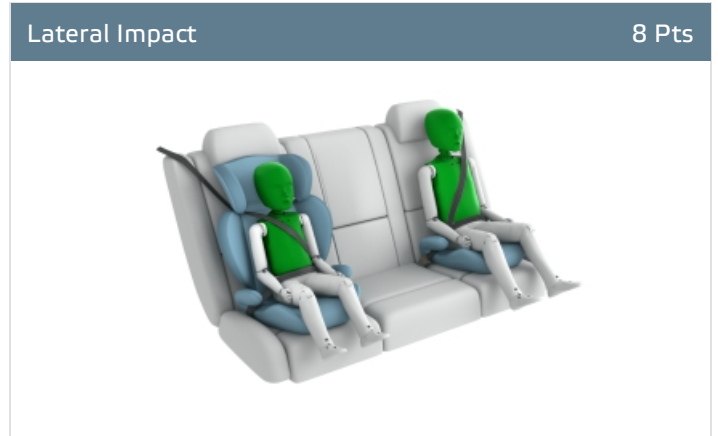
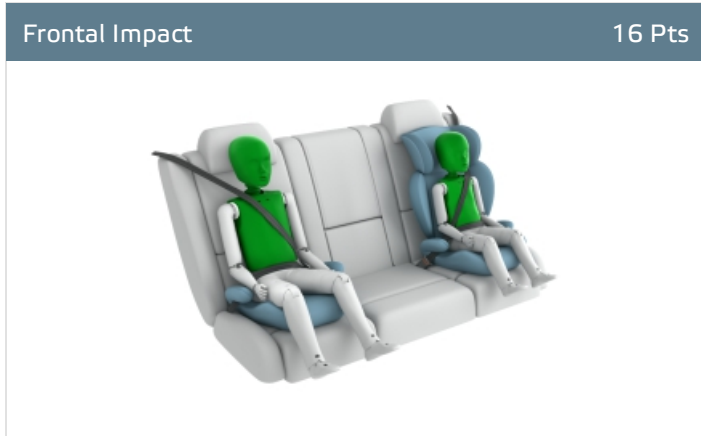
**CHILD OCCUPANT**

Total 44.2 Pts / 90%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix*  
 Restraint for 10 year old child: *Britax Römer Kidfix*

**Safety Features**

9.0 / 13 Pts

|                | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix         | ✘               | ●                | ✘              |
| i-Size         | ✘               | ●                | ✘              |
| Integrated CRS | ✘               | ✘                | ✘              |

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✘ Not available

CRS Installation Check

11.2 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 44.2 Pts / 90%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybox Solution Z i-Fix (Belt)



## CHILD OCCUPANT

Total 44.2 Pts / 90%

|   | Seat Position |         |        |       |
|---|---------------|---------|--------|-------|
|   | Front         | 2nd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| BeSafe iZi 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)     | —             | ●       | —      | ●     |
| Cybex Solution Z i-Fix (ISOFIX)         | —             | ●       | —      | ●     |
| Maxi Cosi Cabriofix (Belt)              | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)    | ●             | ●       | ✘      | ●     |
| Britax Römer King II LS (Belt)          | ●             | ●       | ●      | ●     |
| Cybex Solution Z i-Fix (Belt)           | ●             | ●       | ●      | ●     |

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

— Not available

## Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Ranger 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. One i-Size restraint could not be properly installed in the rear outboard seats as access to the top-tether is behind the seat back. Otherwise, all of the child restraint types for which the Ford Ranger is designed could be properly installed and accommodated in the car.



 **VULNERABLE ROAD USERS**

Total 40.0 Pts / 74%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian

26.0 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 16.3 Pts |
| Pelvis Impact | 4.4 Pts  |
| Leg Impact    | 5.3 Pts  |

Vulnerable Road Users


14.0 / 18 Pts

|                  |   |
|------------------|---|
| System Name      | Pre-collision Assist with Pedestrian Protection |
| Type             | Auto-Brake with Forward Collision Warning       |
| Operational From | 5 km/h  |

 VULNERABLE ROAD USERS

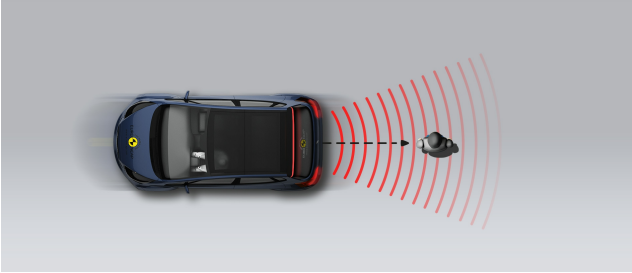
Total 40.0 Pts / 74%

AEB Pedestrian

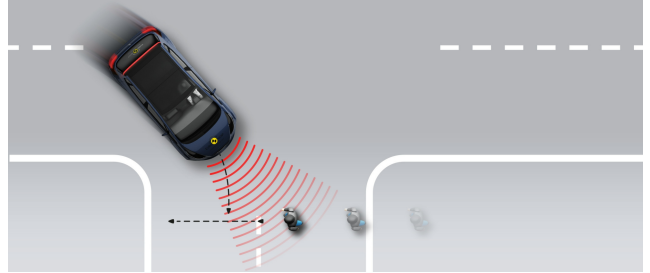
 5.9 / 9 Pts

■ Day time

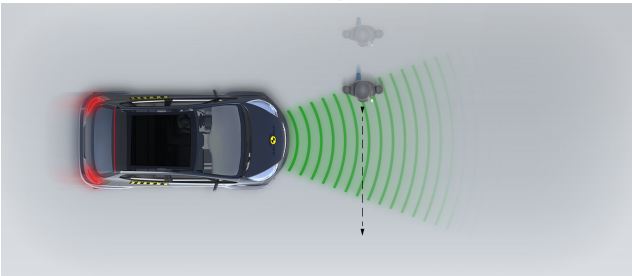
Vehicle reversing into standing pedestrian



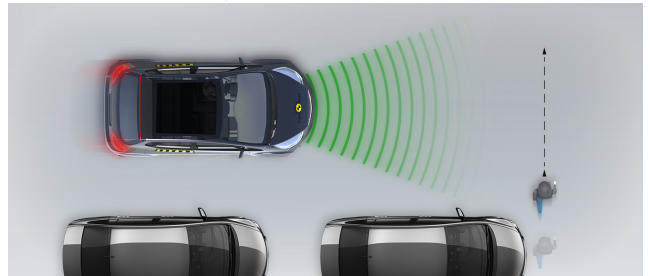
Pedestrian crossing a road into which a car is turning



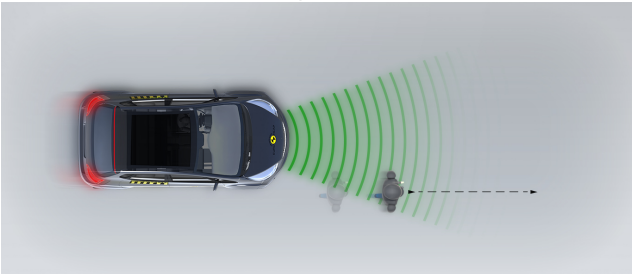
Adult crossing the road



Child running from behind parked vehicles

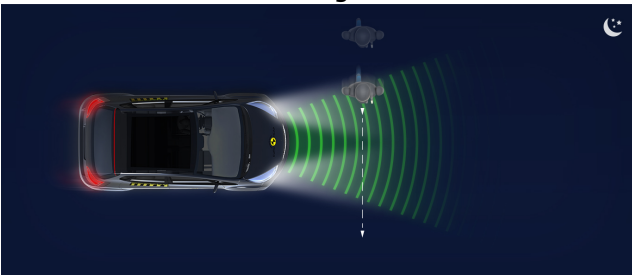


Adult along the roadside

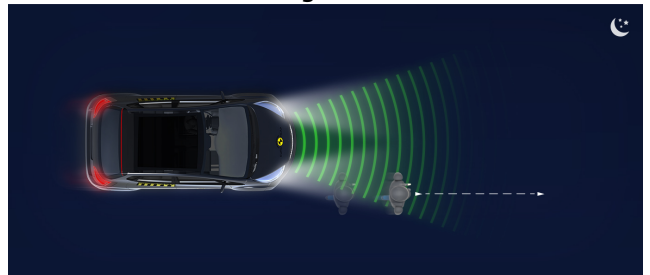


■ Night time

Adult crossing the road



Adult along the roadside

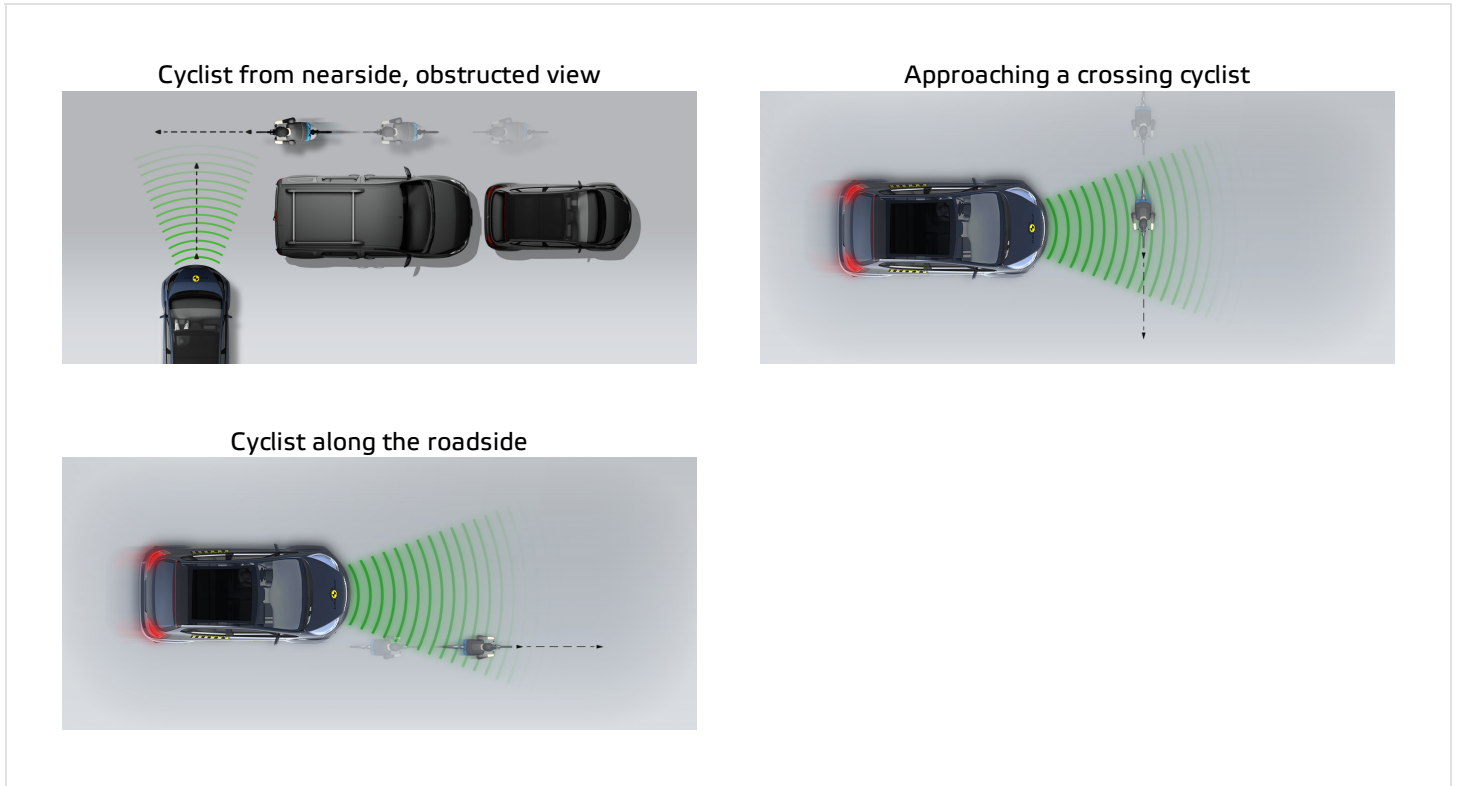


VULNERABLE ROAD USERS

Total 40.0 Pts / 74%

AEB Cyclist

8.1 / 9 Pts



Comments

Protection of the head was almost completely good or adequate with some poor results along the front edge of the bonnet. The bumper provided good or adequate protection to pedestrians' legs and protection of the pelvis was also mostly good. The autonomous emergency braking (AEB) system of the Ford can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well in tests of its response to cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 13.6 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.8 / 3 Pts

|                                  |                                    |
|----------------------------------|------------------------------------|
| System Name                      | Speed Limiter                      |
| Speed Limit Information Function | Camera & Map, subsigns supported   |
| Speed Limitation Function        | System advised (accurate to 5km/h) |

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

| Applies To         | Front and rear seats |                    |                   |
|--------------------|----------------------|--------------------|-------------------|
|                    | Driver Seat          | Front Passenger(s) | Rear Passenger(s) |
| Warning            |                      |                    |                   |
| Visual             | ●                    | ●                  | ●                 |
| Audible            | ●                    | ●                  | ●                 |
| Occupant Detection | —                    | ●                  | —                 |

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

|                  |               |
|------------------|---------------|
| System Name      | Driver Alert  |
| Type             | Lane position |
| Operational From | 60 km/h       |

## SAFETY ASSIST

Total 13.6 Pts / 84%

## Lane Support

3.5 / 4 Pts

|                         |                     |      |
|-------------------------|---------------------|------|
| System Name             | Lane-Keeping System |      |
| Type                    | LKA and ELK         |      |
| Operational From        | 60 km/h             |      |
| <b>PERFORMANCE</b>      |                     |      |
| Emergency Lane Keeping  |                     | GOOD |
| Lane Keep Assist        |                     | GOOD |
| Human Machine Interface |                     | GOOD |

## AEB Car-to-Car

5.3 / 6 Pts

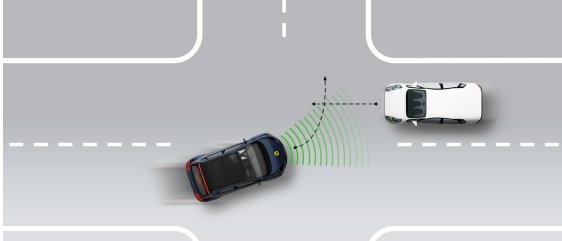
|                  |                              |  |
|------------------|------------------------------|--|
| System Name      | Pre-Collision Assist         |  |
| Type             | Autonomous emergency braking |  |
| Operational From | 5 km/h                       |  |
| Sensor Used      | camera and radar             |  |

 SAFETY ASSIST

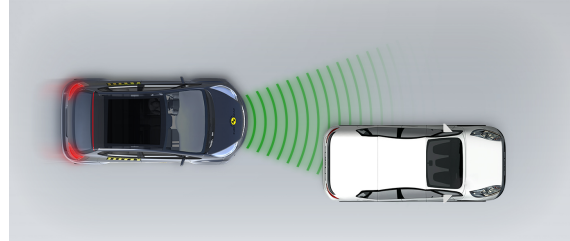
Total 13.6 Pts / 84%

■ Autobrake function only

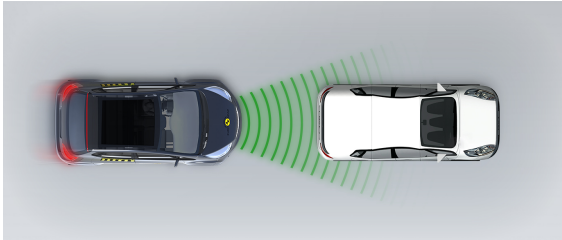
Car turning across the path of an oncoming car



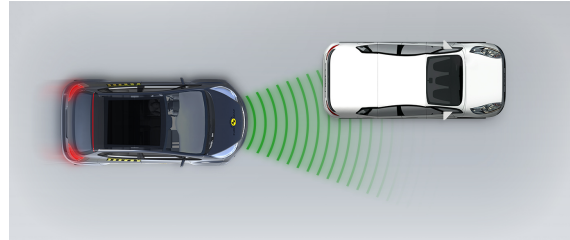
Approaching a stationary car



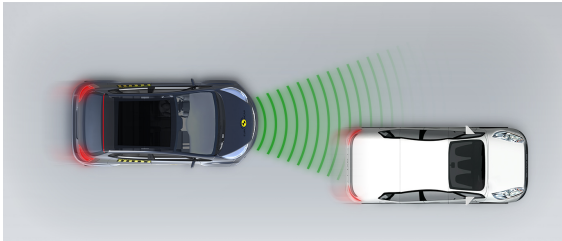
Approaching a stationary car



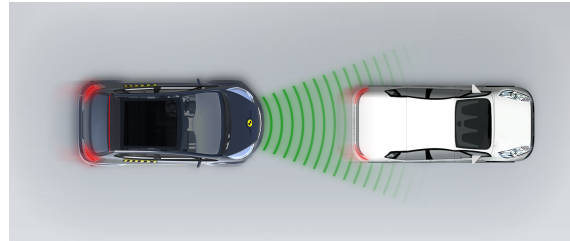
Approaching a stationary car



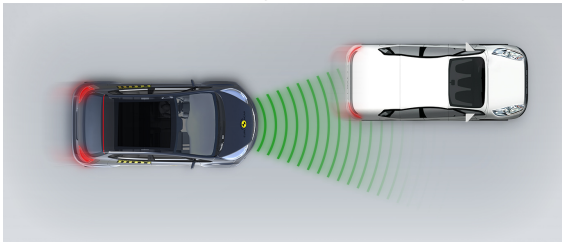
Approaching a slower moving car



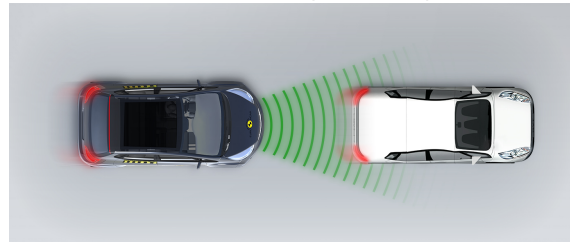
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

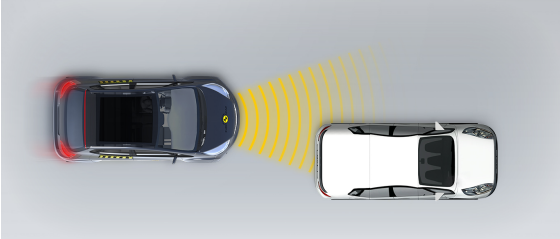


 SAFETY ASSIST

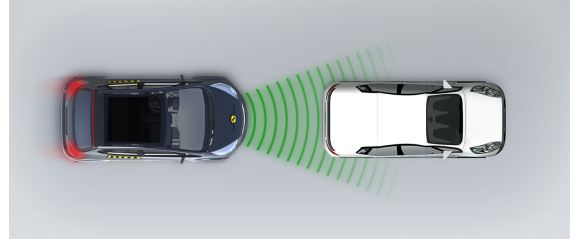
Total 13.6 Pts / 84%

■ Driver reacts to warning

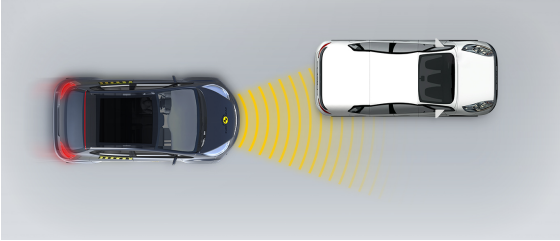
Approaching a stationary car



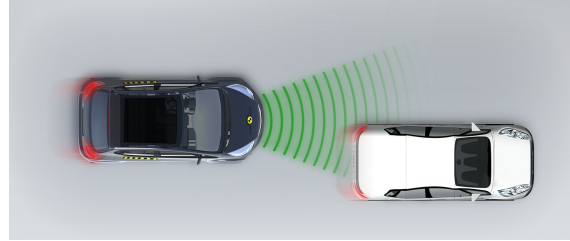
Approaching a stationary car



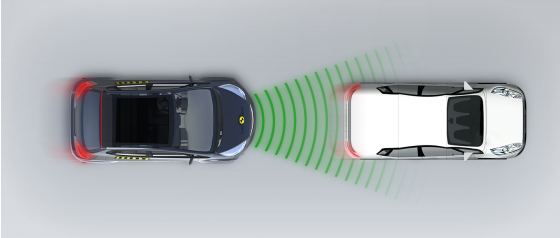
Approaching a stationary car



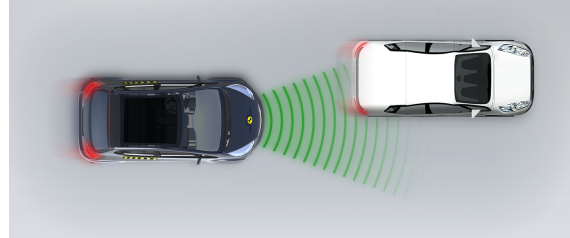
Approaching a slower moving car



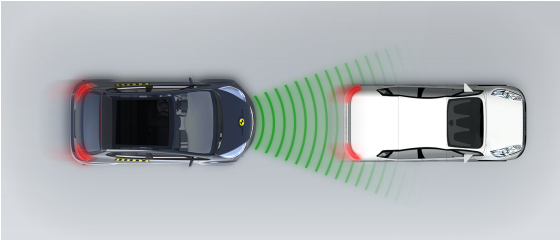
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 13.6 Pts / 84%

## Comments

The autonomous emergency braking (AEB) system of the Ford Ranger performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, allowing the limiter to be set appropriately.



## RATING VALIDITY

## Variants of Model Range

| Body Type      | Engine          | Model Name/Code              | Drivetrain | Rating Applies |     |
|----------------|-----------------|------------------------------|------------|----------------|-----|
|                |                 |                              |            | LHD            | RHD |
| 4 door pick-up | 2.0 diesel Si-T | Ltd<br>Wildtrak<br>XL<br>XLT | 4 x 4      | ✓              | ✓   |
| 4 door pick-up | 2.0 diesel Bi-T | Ltd<br>Wildtrak *            | 4 x 4      | ✓              | ✓   |
| 4 door pick-up | 3.0 diesel      | Platinum<br>Wildtrak         | 4 x 4      | ✓              | ✓   |

\* Tested variant (some tests done on VW Amarok 2.0 Bi-T)

## Annual Reviews and Facelifts

| Date          | Event            | Outcome      |
|---------------|------------------|--------------|
| December 2022 | Rating Published | 2022 ★★★★★ ✓ |



## Volkswagen Amarok

Standard Safety Equipment

2022



### Adult Occupant



84%

### Child Occupant



90%

### Vulnerable Road Users



74%

### Safety Assist



84%

## SPECIFICATION

|                               |                               |
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| Body Type                     | - Pick-Up                     |
| Year Of Publication           | 2022                          |
| Kerb Weight                   | 2434kg                        |
| VIN From Which Rating Applies | - all double cabin Amaroks    |
| Class                         | Pick-up                       |

### General comments

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## SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | ●      | ●         | —    |
| Belt pretensioner        | ●      | ●         | ●    |
| Belt loadlimiter         | ●      | ●         | ●    |
| Knee airbag              | ●      | ●         | —    |
| SIDE CRASH PROTECTION    |        |           |      |
| Side head airbag         | ●      | ●         | ●    |
| Side chest airbag        | ●      | ●         | ✘    |
| Side pelvis airbag       | ✘      | ✘         | ✘    |
| Centre Airbag            | ●      | ✘         | —    |
| CHILD PROTECTION         |        |           |      |
| Isofix/i-Size            | —      | ✘         | ●    |
| Integrated CRS           | —      | ✘         | ✘    |
| Airbag cut-off switch    | —      | ●         | —    |
| SAFETY ASSIST            |        |           |      |
| Seat Belt Reminder       | ●      | ●         | ●    |

| OTHER SYSTEMS             |   |
|---------------------------|---|
| Active Bonnet             | ✘ |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse  | ● |
| AEB Car-to-Car            | ● |
| 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    ○ Fitted to the vehicle as part of the safety pack  
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack    ✘ Not available    — Not applicable

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■ GOOD    
 ■ ADEQUATE    
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 ■ POOR

Frontal Impact 12.7 / 16 Pts

Mobile Progressive Deformable Barrier                      Full Width Rigid Barrier

Lateral Impact 15.2 / 16 Pts

Side Mobile Barrier                      Side Pole                      Far-Side Excursion                      Occupant Interaction


Rear Impact 3.2 / 4 Pts

Rear Seat                      Front Seat


 ADULT OCCUPANT

Total 32.0 Pts / 84%

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

| Rescue and Extrication |                          | 1.0 / 2 Pts   |
|------------------------|--------------------------|---|
| Rescue Sheet           | Available, ISO compliant |  |
| Advanced eCall         | Available                |   |
| Multi Collision Brake  | Available                |   |

## Comments

The passenger compartment of the VW Amarok remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. VW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be an aggressive partner in a frontal collision and it was penalised accordingly. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal, based on dummy readings of chest compression but that of the dummy was good for all critical body areas. In both side barrier test, protection was good for all critical body regions and the Amarok scored maximum points in this test. In the more severe side pole impact, chest protection was rated as marginal, based on dummy readings of rib compression. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The Amarok has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system worked well in Euro NCAP's tests, with good protection of the occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Amarok does not have an advanced eCall system but is equipped with a system to prevent secondary collisions.

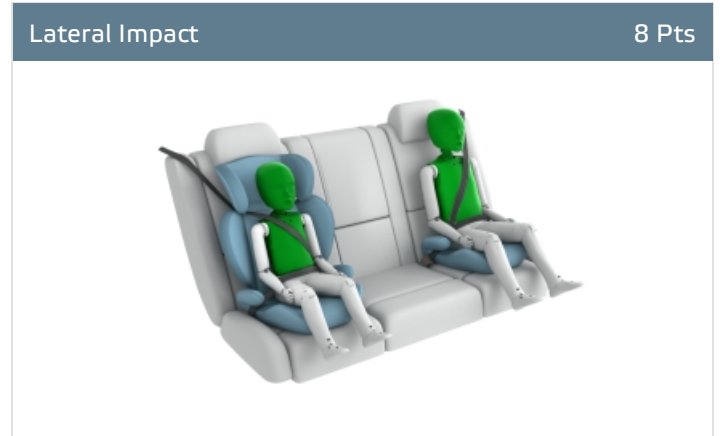
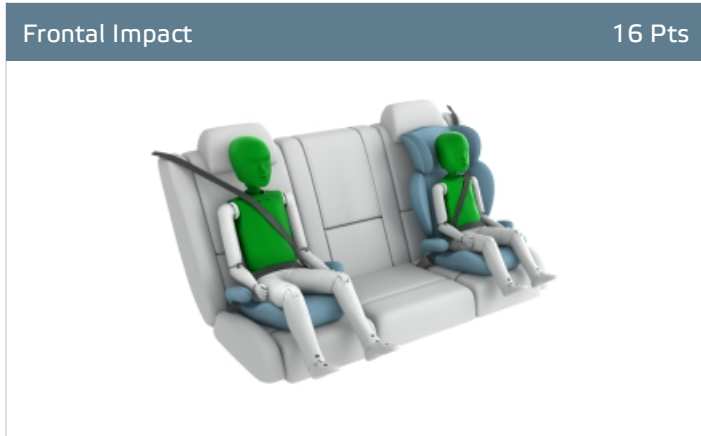
**CHILD OCCUPANT**

Total 44.2 Pts / 90%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix*  
 Restraint for 10 year old child: *Britax Römer Kidfix*

**Safety Features**

9.0 / 13 Pts

|                | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isifix         | ✗               | ●                | ✗              |
| i-Size         | ✗               | ●                | ✗              |
| Integrated CRS | ✗               | ✗                | ✗              |

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

CRS Installation Check

11.2 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 44.2 Pts / 90%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)




Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





 CHILD OCCUPANT

Total 44.2 Pts / 90%

|   | Seat Position |         |        |       |
|---|---------------|---------|--------|-------|
|   | Front         | 2nd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| BeSafe iZi 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)     | —             | ●       | —      | ●     |
| Cybex Solution Z i-Fix (ISOFIX)         | —             | ●       | —      | ●     |
| Maxi Cosi Cabriofix (Belt)              | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)    | ●             | ●       | ✘      | ●     |
| Britax Römer King II LS (Belt)          | ●             | ●       | ●      | ●     |
| Cybex Solution Z i-Fix (Belt)           | ●             | ●       | ●      | ●     |

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed
- Not available

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Amarok 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. One i-Size restraint could not be properly installed in the rear outboard seats as access to the top-tether is behind the seat back. Otherwise, all of the child restraint types for which the VW Amarok is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 40.0 Pts / 74%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

26.0 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 16.3 Pts |
| Pelvis Impact | 4.4 Pts  |
| Leg Impact    | 5.3 Pts  |

Vulnerable Road Users


14.0 / 18 Pts

|                  |   |
|------------------|---|
| System Name      | Pre-collision Assist with Pedestrian Protection |
| Type             | Auto-Brake with Forward Collision Warning       |
| Operational From | 5 km/h  |

 VULNERABLE ROAD USERS

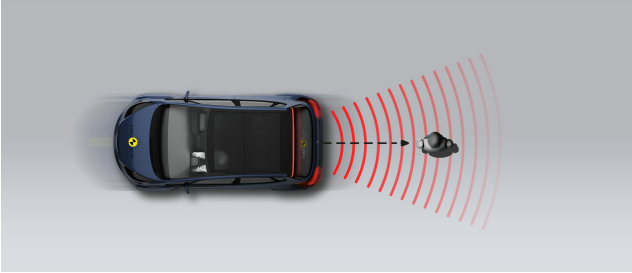
Total 40.0 Pts / 74%

AEB Pedestrian

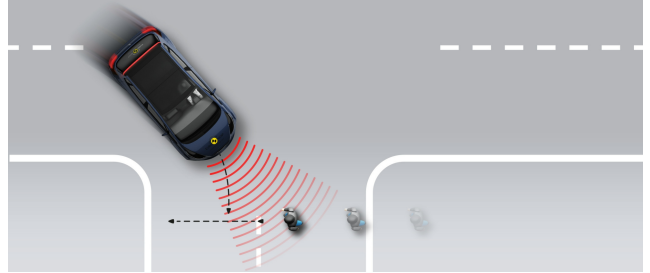
 5.9 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

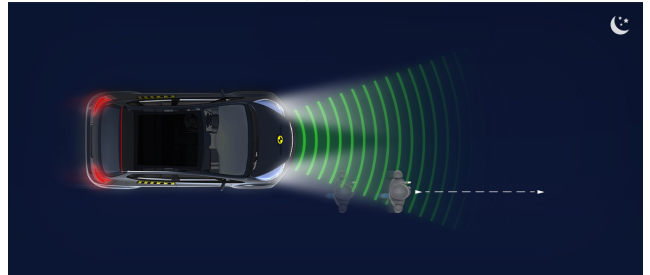


■ Night time

Adult crossing the road



Adult along the roadside

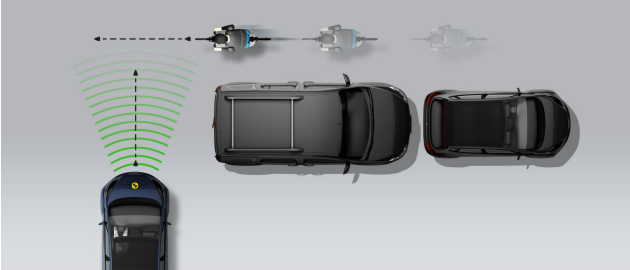


**VULNERABLE ROAD USERS**

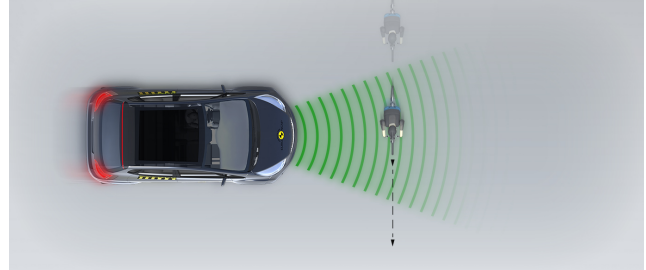
Total 40.0 Pts / 74%

**AEB Cyclist**
**8.1 / 9 Pts**

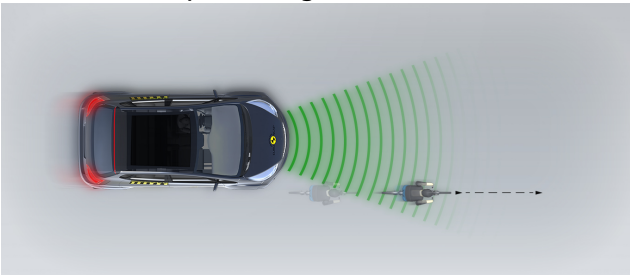
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside

**Comments**

Protection of the head was almost completely good or adequate with some poor results along the front edge of the bonnet. The bumper provided good or adequate protection to pedestrians' legs and protection of the pelvis was also mostly good. The autonomous emergency braking (AEB) system of the VW can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well in tests of its response to cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 13.6 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.8 / 3 Pts

|                                  |                                    |
|----------------------------------|------------------------------------|
| System Name                      | Intelligent Speed Assist           |
| Speed Limit Information Function | Camera & Map, subsigns supported   |
| Speed Limitation Function        | System advised (accurate to 5km/h) |

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

| Applies To         | Front and rear seats |                    |                   |
|--------------------|----------------------|--------------------|-------------------|
|                    | Driver Seat          | Front Passenger(s) | Rear Passenger(s) |
| Warning            |                      |                    |                   |
| Visual             | ●                    | ●                  | ●                 |
| Audible            | ●                    | ●                  | ●                 |
| Occupant Detection | —                    | ●                  | —                 |

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

|                  |                          |
|------------------|--------------------------|
| System Name      | Driver Monitoring System |
| Type             | Steering input           |
| Operational From | 60 km/h                  |

## SAFETY ASSIST

Total 13.6 Pts / 84%

## Lane Support

3.5 / 4 Pts

|                         |             |      |
|-------------------------|-------------|------|
| System Name             | Lane Assist |      |
| Type                    | LKA and ELK |      |
| Operational From        | 60 km/h     |      |
| <b>PERFORMANCE</b>      |             |      |
| Emergency Lane Keeping  |             | GOOD |
| Lane Keep Assist        |             | GOOD |
| Human Machine Interface |             | GOOD |

## AEB Car-to-Car

5.3 / 6 Pts

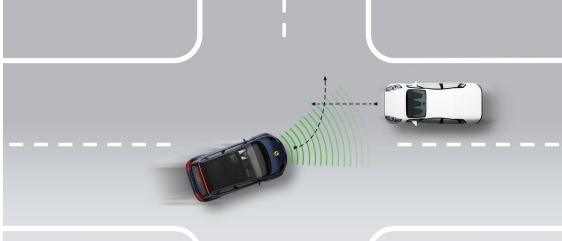
|                  |                              |  |
|------------------|------------------------------|--|
| System Name      | Pre-Collision Assist         |  |
| Type             | Autonomous emergency braking |  |
| Operational From | 5 km/h                       |  |
| Sensor Used      | camera and radar             |  |

 SAFETY ASSIST

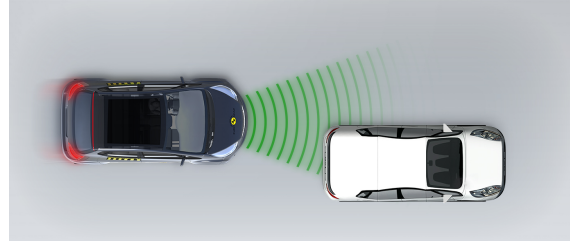
Total 13.6 Pts / 84%

■ Autobrake function only

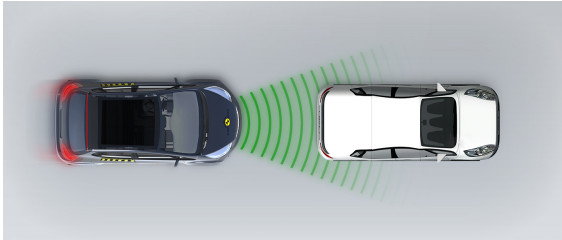
Car turning across the path of an oncoming car



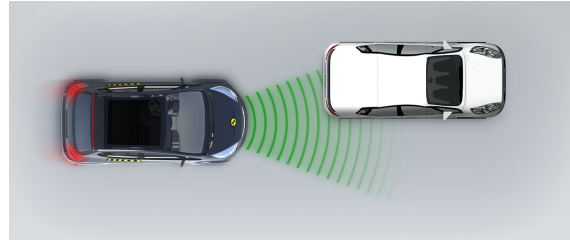
Approaching a stationary car



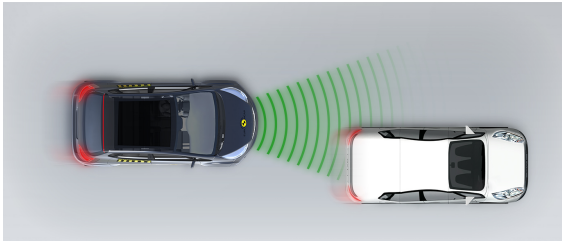
Approaching a stationary car



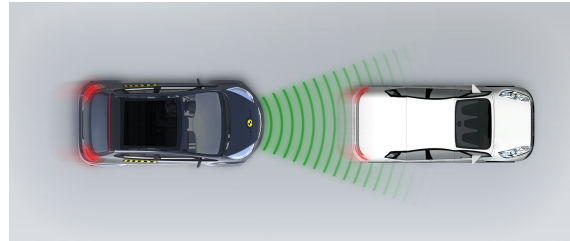
Approaching a stationary car



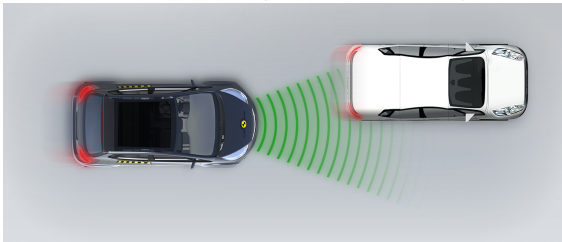
Approaching a slower moving car



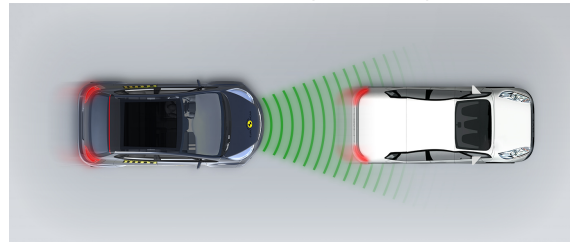
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

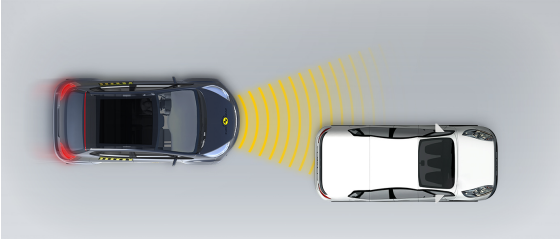


 SAFETY ASSIST

Total 13.6 Pts / 84%

■ Driver reacts to warning

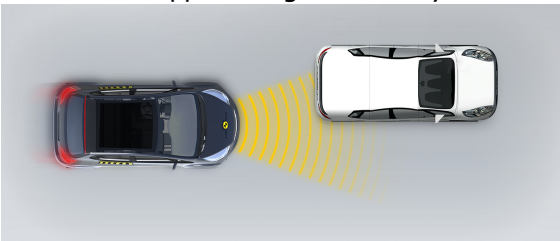
Approaching a stationary car



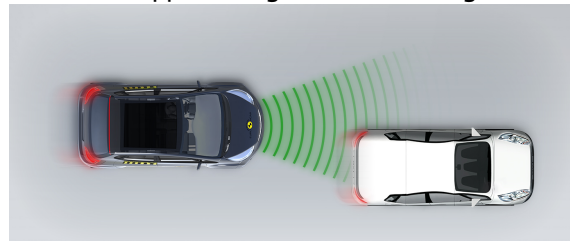
Approaching a stationary car



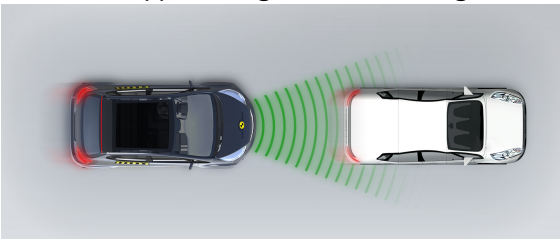
Approaching a stationary car



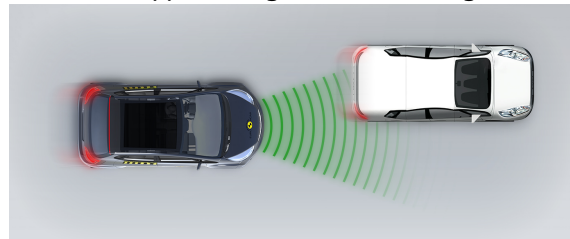
Approaching a slower moving car



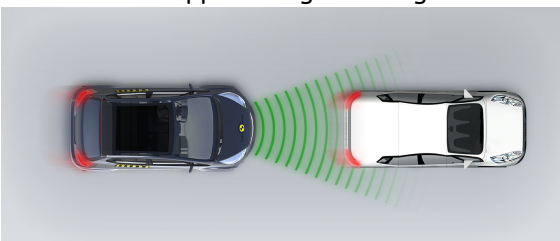
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 13.6 Pts / 84%

## Comments

The autonomous emergency braking (AEB) system of the VW Amarok performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, allowing the limiter to be set appropriately.

## RATING VALIDITY

### Variants of Model Range

| Body Type      | Engine          | Model Name/Code                    | Drivetrain | Rating Applies |     |
|----------------|-----------------|------------------------------------|------------|----------------|-----|
|                |                 |                                    |            | LHD            | RHD |
| 4 door pick-up | 2.0 diesel Si-T | Amarok<br>Life                     | 4 x 4      |                |     |
| 4 door pick-up | 2.0 diesel Bi-T | Life<br>Style                      | 4 x 4      |                |     |
| 4 door pick-up | 3.0 diesel Si-T | Style<br>Pan America<br>Aventura * | 4 x 4      |                |     |

\* Tested variant (some tests done on Ford Ranger 2.0 Bi-T)

### Annual Reviews and Facelifts

| Date          | Event            | Outcome |
|---------------|------------------|---------|
| December 2022 | Rating Published | 2022    |