



2016

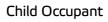




# Adult Occupant









Safety Assist

84%

Pedestrian







68%

## **SPECIFICATION**

Tested Model	VW Tiguan 2.0 TDI 110 kW, LHD
Body Type	5 door SUV
Year Of Publication	2016
Kerb Weight	1531kg
VIN From Which Rating Applies	- all Tiguans of the specification tested
Class	Small Off-Road

# **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	•	•	0
Side pelvis airbag	×	×	0



# **SAFETY EQUIPMENT (NEXT)**

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	0
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 pa	ick
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



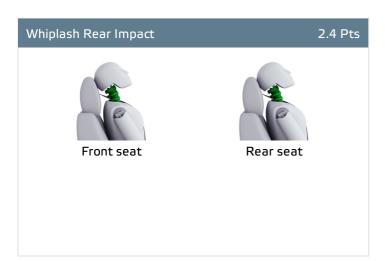


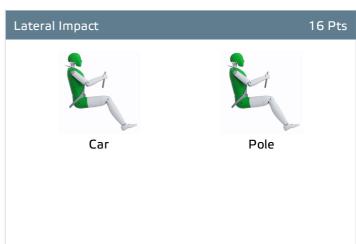
Total 36.7 Pts / 96%

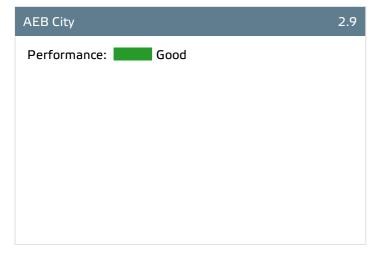
















Total 36.7 Pts / 96%

#### Comments

The passenger compartment of the Tiguan remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical body areas and was good for the rear passenger except for the chest, protection of which was marginal. In both the side impact barrier test and the more severe side pole test, the Tiguan scored maximum points with good protection of all critical body regions. Tests on the front seats and head restraints showed good protection against whiplash in the event of a rear-end collision. A geometric assessment of the rear seats showed that occupants would also be well protected in those positions. The Tiguan has an autonomous emergency braking system as standard and tests showed it to be good at avoiding or mitigating low speed accidents where whiplash injuries are often caused.



Total 41.5 Pts / 84%



### Crash Test Performance based on 6 & 10 year old children

22.8 Pts





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

7 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**

11.8 Pts

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

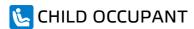
#### i-Size CRS











Total 41.5 Pts / 84%

#### ISOFIX CRS









#### Universal Belted CRS











Total 41.5 Pts / 84%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	×	•	×	•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	×	•	×	•
BeSafe iZi Kid X1 i-Size (iSize)	×	•	×	•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix XP (ISOFIX)	×	•	×	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Römer King II LS (Belt)	•	•	•	•
Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

★ Installation not allowed

### Comments

In the frontal offset and side barrier tests, both dummies were properly restrained throughout the impacts. In the frontal test, protection was good or adequate except for the chest of the 6 year dummy, for which dummy measurements of deceleration indicated marginal protection. In the side barrier test, protection of all critical body areas was good for both the 6 and 10 year children. The front passenger airbag can be disabled to allow a rearward-facing 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. In Euro NCAP's installation tests, all restraints could be properly installed and accommodated by the Tiguan, with the exception of the Group 0+ Universal restraint where there was interference between the seatbelt buckle and the base of the restraint.



# 🕏 PEDESTRIAN PROTECTION

Total 30.6 Pts / 72%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 30.6 Pts



Head Impact 19.3 Pts
Pelvis Impact 0.8 Pts
Leg Impact 6 Pts

AEB Pedestrian		4.5 Pts		
System Name	Front Assist			
Туре	Auto-Brake with Forward Collision Warning			
Operational From	4 Km/h			
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light			
PERFORMANCE   PE				
	Autobrake Function			
	Avoidance	Mitigation		
Running Adult crossing from Farside	Avoidance  Collision avoided up to 40 km/h	Mitigation Impact mitigated up to 55 km/h		
Running Adult crossing from Farside  Walking Adult crossing from Nearside -25%		-		
-	Collision avoided up to 40 km/h	Impact mitigated up to 55 km/h		

#### Comments

The Tiguan has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide more clearance to the stiff engine components. VW showed that the system detected a range of occupant statures across a broad range of speeds so the system was tested with the bonnet in the raised position. Test results were almost exclusively good or adequate. The bumper showed good results at all test locations and scored maximum points for its protection of pedestrians' legs. However, the pelvis area was not well protected, with poor results at almost all test locations. The autonomous emergency braking system is able to detect vulnerable road users such as pedestrians and performed well in Euro NCAP's tests of this functionality.



PERFORMANCE

**LKA Confirmation Test** 

LDW Confirmation Test

Pass (5/5)

Pass





Total 8.2 Pts / 68%

AEB Interurban 2.7 Pts

System Name	Front Assist			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	4 Km/h			
Additional Information	Default On; Supplementary Warning			
PERFORMANCE				
Operational Speed	4-250 Km/h	4-250 Km/h		
	Autobrake Function Only	Driver reacts to warning		
Approaching a stationary car	See AEB City	Crash avoided up to 45km/h. Crash speed reduced up to 60km/h.		
Approaching a slower moving car	Crash avoided up to 70km/h. Crash avoided up to 80km/h.			
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Avoidance	Avoidance		
Car in front brakes harshly	Mitigation Mitigation			
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Avoidance Avoidance			
Car in front brakes harshly	Avoidance	Avoidance		

## Comments

Tests of the autonomous emergency braking system at highway speeds demonstrated good performance, the impact in most cases being avoided or mitigated. The Tiguan has a standard-fit seatbelt reminder system for the front and rear seats and also a lane assistance system that helps to correct the deviation when the car is drifting out of lane. A speed assistance system is also available but, as it is an option, it was not included in this assessment.