



Volkswagen Sharan
Standard Safety Equipment

2019



Adult Occupant



89%

Child Occupant



78%

Vulnerable Road Users



59%

Safety Assist



62%

SPECIFICATION

Tested Model	VW Sharan 1.4 'Comfortline', LHD
Body Type	- 5 door MPV
Year Of Publication	2019
Kerb Weight	1709kg
VIN From Which Rating Applies	- all Sharans
Class	Large MPV

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	✘	✘	✘

Version 221119

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 Pedestrian	✗
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
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 34.0 Pts / 89%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger



Driver

Frontal Full Width 6.9 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat



Rear seat

Lateral Impact 15.5 / 16 Pts



Car



Pole

 ADULT OCCUPANT

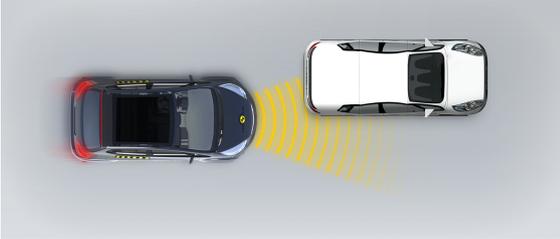
Total 34.0 Pts / 89%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

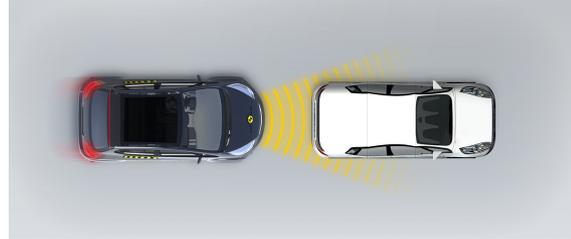
AEB City

 2.4 / 4 Pts

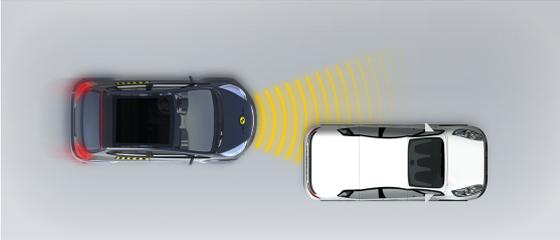
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 34.0 Pts / 89%

Comments

The passenger compartment of the Sharan remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good for the driver. However, for the rear passenger, dummy readings indicated a marginal level of protection for the chest. A penalty was also applied as a result of high shoulder belt forces and protection of the chest was rated as poor. In the side barrier impact, all critical body areas were well protected and the Sharan scored maximum points in this test. In the more severe side pole test, protection of the chest was adequate and that of other body areas was good. However, the side door of the Sharan became detached during the test and the score was penalised for the risk of occupant ejection. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed adequately in tests of its functionality at the low speeds at which many whiplash injuries occur.

CHILD OCCUPANT

Total 38.4 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.7 / 24 Pts



Restraint for 6 year old child: *Integrated*
 Restraint for 10 year old child: *Integrated booster Cushion*

Safety Features

6 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✘	●	●	●
i-Size	✘	●	●	●
Integrated CRS	✘	○	✘	✘

* Third row seats available as option

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

CRS Installation Check

10.7 / 12 Pts

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

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 38.4 Pts / 78%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 38.4 Pts / 78%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	●	●	●	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	●	●	●	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	●	●	●	●
BeSafe iZi Flex FIT i-Size (iSize)	□	●	●	●	●	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	●	●	●	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	●	●	●	●
Britax Römer Duo Plus (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

Comments

Integrated child restraints are available as an option on the second-row outboard seats, and these were used in the dynamic crash tests. In the frontal offset test, protection of the neck and chest of the 10 year dummy was rated as marginal, based on dummy readings of tensile forces and deceleration, respectively. Protection of the 6 year dummy was good. In the side barrier test, protection of all critical body areas was good or adequate for both dummies. All second and third row seats, including the second-row centre position, are ISOFIX/i-Size compatible. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, labelling on the switch is not clear and the system was not rewarded. As the airbag disabling switch failed Euro NCAP's assessment, installation tests of rearward-facing child restraints in the front passenger seat were also deemed a fail. Otherwise, all of the restraint types for which the Sharan is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 28.7 Pts / 59%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.4 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16 Pts	Pelvis Impact	4.4 Pts	Leg Impact	6 Pts
Head Impact	16 Pts						
Pelvis Impact	4.4 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	2.4 / 12 Pts
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Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over most of its surface but there were broad areas of poor performance along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed. The Sharan's AEB system can detect cyclists, as well as other vehicles. In tests, the system's response to these vulnerable road users was good.

 VULNERABLE ROAD USERS

Total 28.7 Pts / 59%

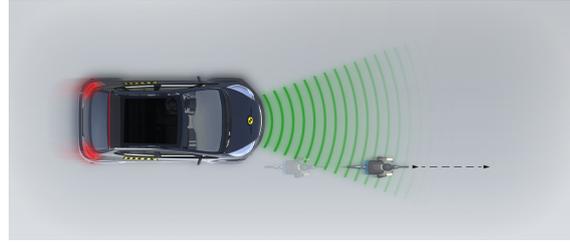
AEB Cyclist



Cyclist crossing



Cyclist along the roadside



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SAFETY ASSIST

Total 8.2 Pts / 62%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 0.9 / 3 Pts

System Name	Speed Limit Recognition
Speed Limit Information Function	Camera & Map
Speed Limitation Function	N/A

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass
 ● Fail
 — Not available

Lane Support

■ 3.3 / 4 Pts

System Name	Lane Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h

PERFORMANCE	
Emergency Lane Keeping	■ GOOD
Lane Keep Assist	■ GOOD
Human Machine Interface	■ GOOD

SAFETY ASSIST

Total 8.2 Pts / 62%

AEB Inter-Urban

1.6 / 3 Pts

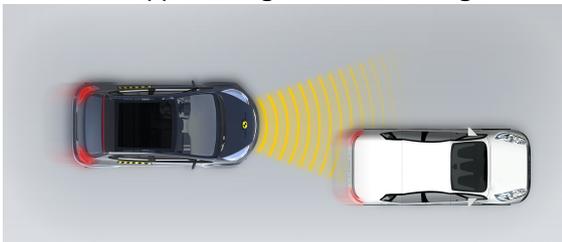
System Name	Front Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

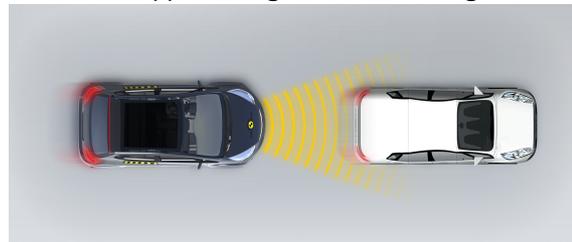
The Sharan has a seatbelt reminder system for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane and also intervenes in some more critical situations. A speed assistance system uses a camera and digital mapping to determine the local limit, and presents this information to the driver who can then manually set the limiter as appropriate.

■ **Autobrake function only**

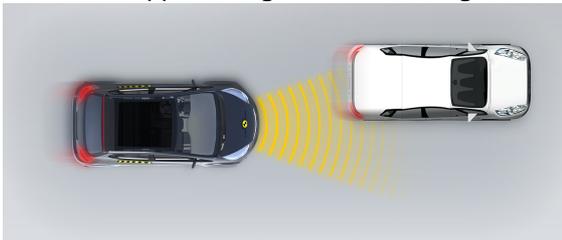
Approaching a slower moving car



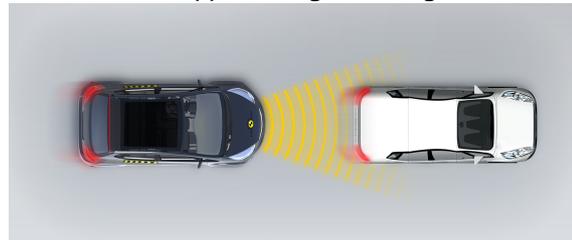
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

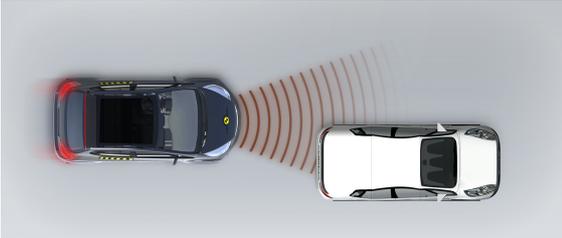


 SAFETY ASSIST

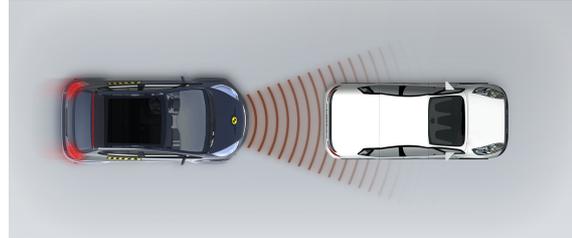
Total 8.2 Pts / 62%

■ Driver reacts to warning

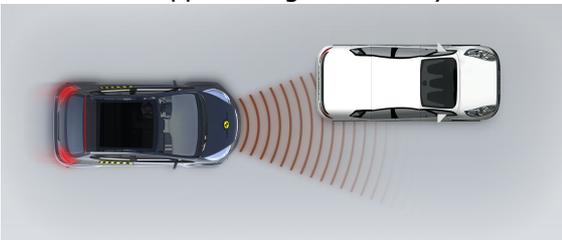
Approaching a stationary car



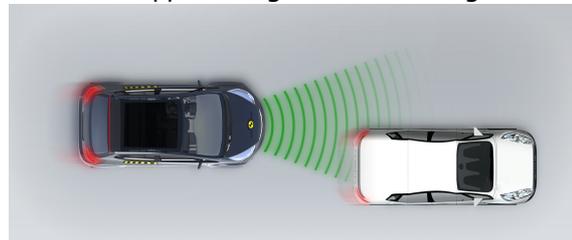
Approaching a stationary car



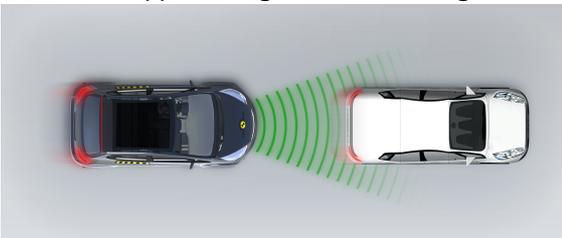
Approaching a stationary car



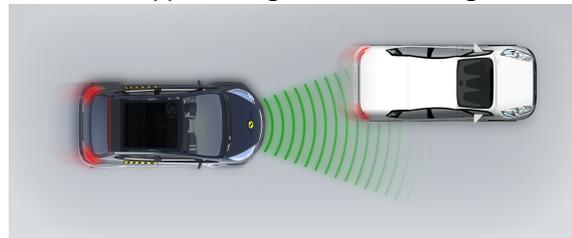
Approaching a slower moving car



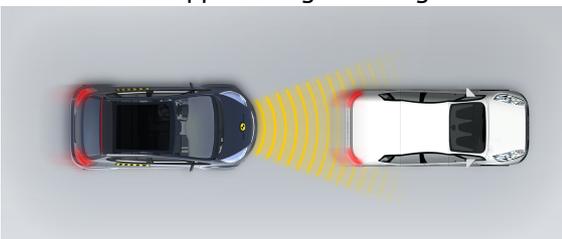
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
MPV	1.4 petrol*	4 x 2	✓	✓
MPV	2.0 diesel	4 x 2	✓	✓
MPV	2.0 diesel	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019 ★★☆☆☆ ✓