



## Volkswagen Transporter

T6.1 4motion 2.0TDI



GOLD 2021

SAFETY ASSIST PERFORMANCE



65%

### SPECIFICATION

TESTED MODEL	Volkswagen Transporter – T6.1 4motion 2.0TDI
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2021 kg / 979 kg / 2513 kg
APPLIES TO	2019 to present

### SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	✘

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	●
AEB Pedestrian	●
AEB Cyclist	●
Lane Support Systems	○
Speed Assist Systems	●
Attention Assist	●

● STANDARD    ○ FITTED AS OPTION    ✘ NOT AVAILABLE

#### Verdict

The Transporter offers consumers the option to buy a wide range of good-performing safety features and earns a gold medal in Euro NCAP's tests. While it still lags behind the best offered on passenger cars, the Transporter is amongst the commercial vans that sets the bar for others in 2021.

For detailed comments see below.

**SAFETY ASSIST PERFORMANCE**

Total 65%

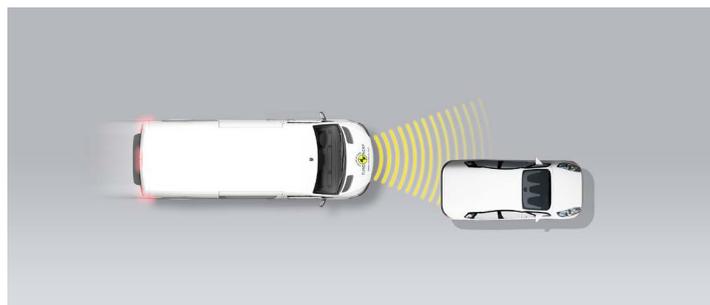
AEB CAR-TO-CAR

15.6 / 30 Pts

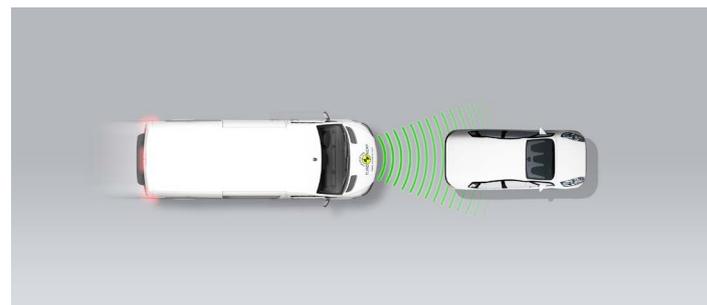
Type	AEB & FCW
Operational From	5 km/h

**Autobrake function only**

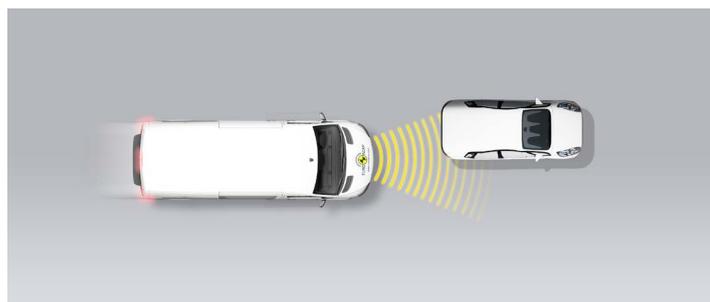
Approaching a stationary car



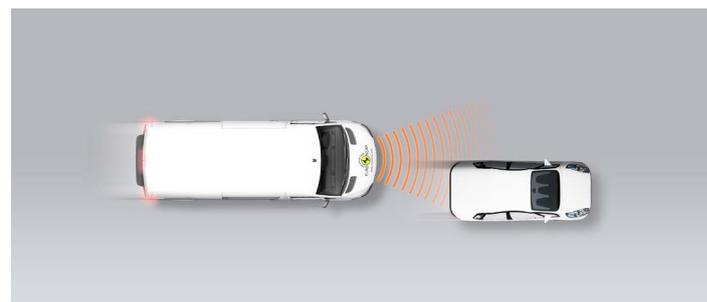
Approaching a stationary car



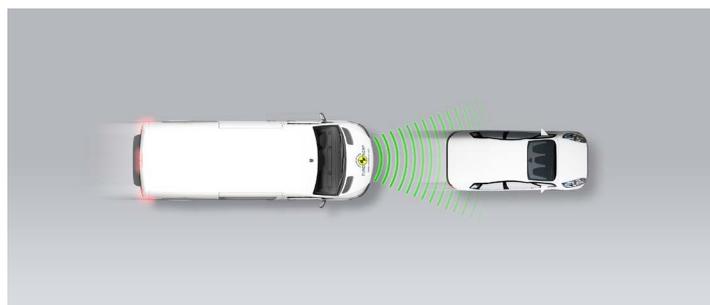
Approaching a stationary car



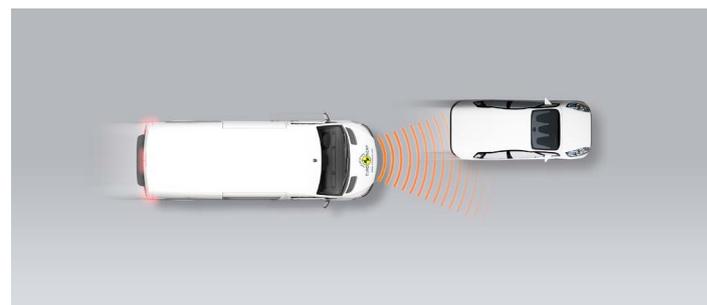
Approaching a slower moving car



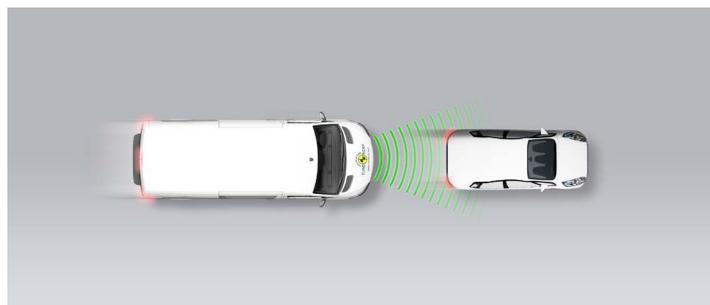
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



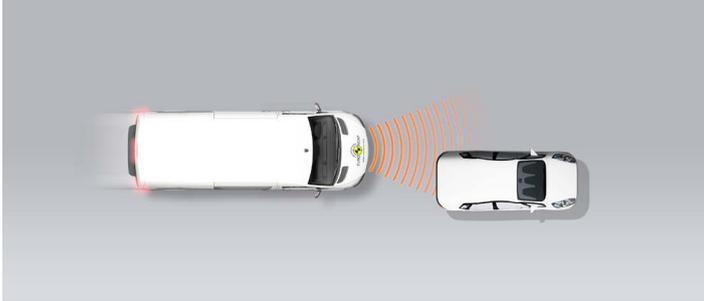
GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

 SAFETY ASSIST PERFORMANCE

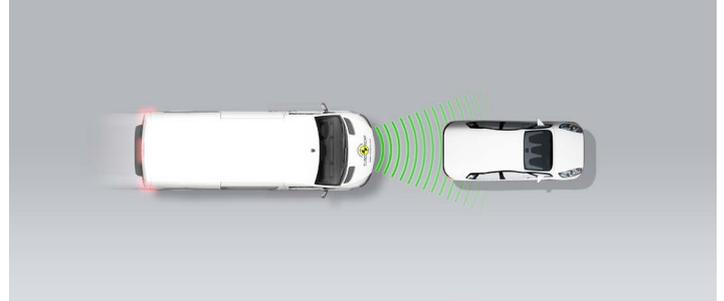
Total 65%

Driver reacts to warning (Forward Collision Warning - FCW)

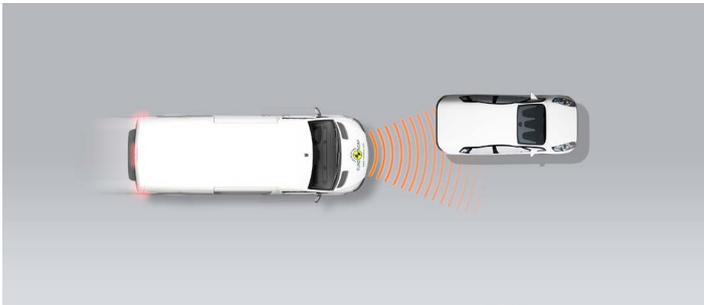
Approaching a stationary car



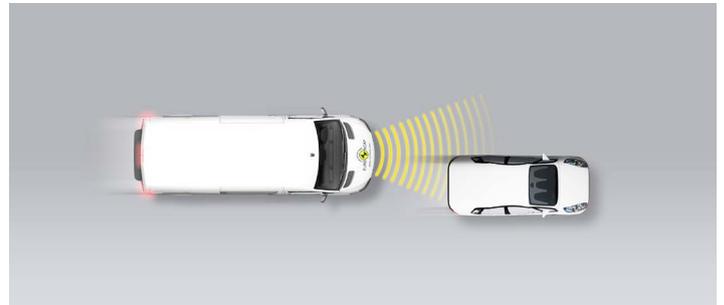
Approaching a stationary car



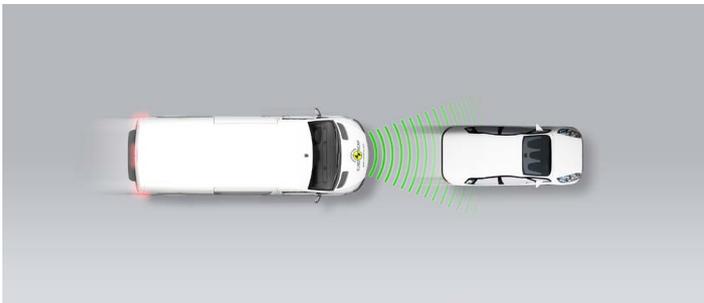
Approaching a stationary car



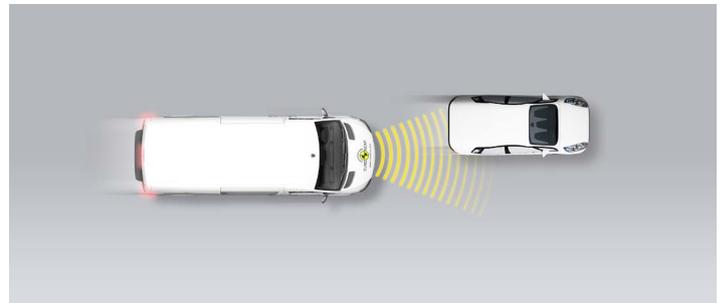
Approaching a slower moving car



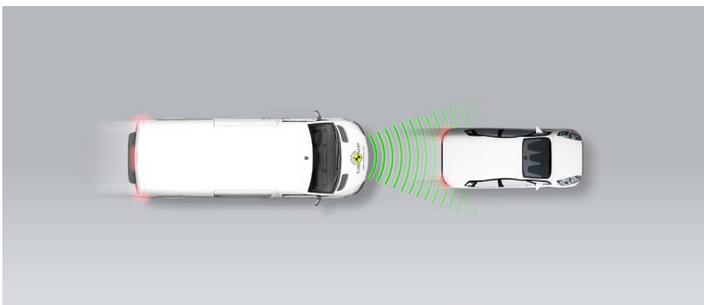
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

# SAFETY ASSIST PERFORMANCE

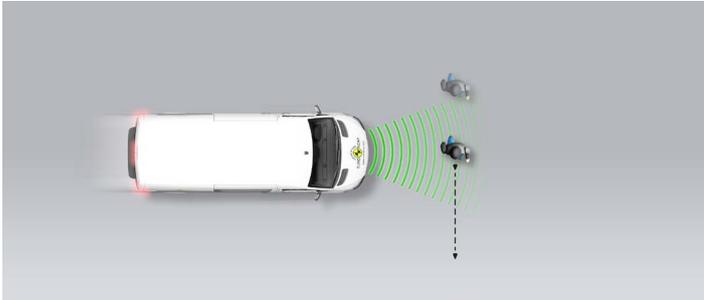
Total 65%

## AEB PEDESTRIAN

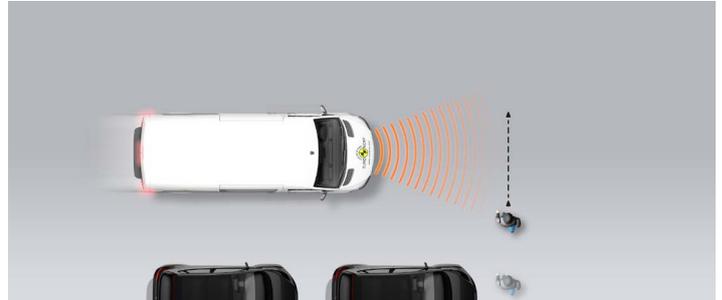


7.3 / 10 Pts

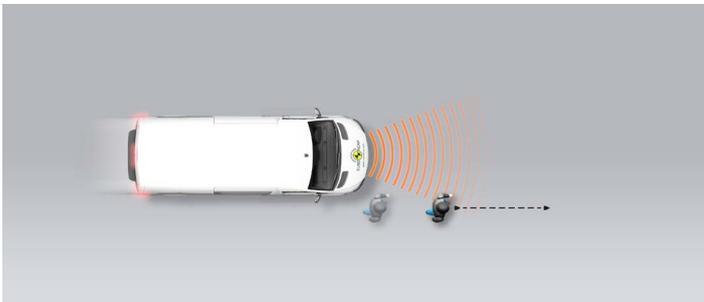
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

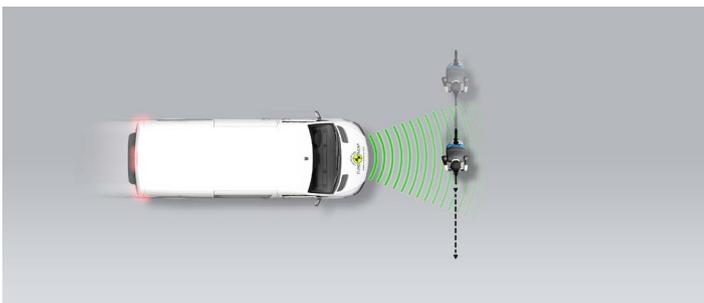


## AEB CYCLIST

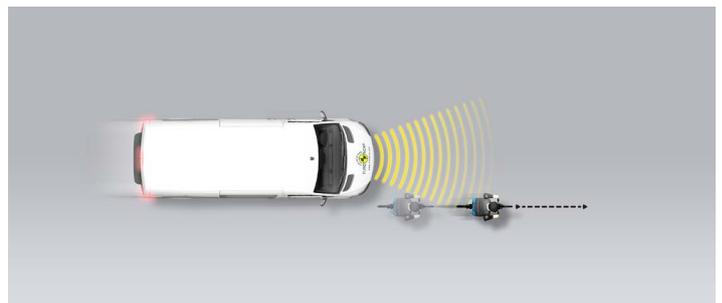


8.2 / 10 Pts

Cyclist crossing



Cyclist along the roadside



	GOOD		ADEQUATE		MARGINAL		WEAK		POOR
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# SAFETY ASSIST PERFORMANCE

Total 65%

## LANE SUPPORT 18.8 / 20 Pts

Type	ELK/LKA, LDW & BLIS
Operational From	60 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	<span style="color: green;">■</span>
Lane Departure Warning (LDW)	<span style="color: green;">●</span>
Blind Spot Information System (BLIS)	<span style="color: green;">●</span>

## SPEED ASSISTANCE 11.0 / 15 Pts

Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set

## OCCUPANT STATUS MONITORING 5.0 / 15 Pts

<b>DRIVER MONITORING</b>	
Attention Assist Driver	<span style="color: red;">●</span>

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning	<span style="color: green;">●</span>	<span style="color: red;">●</span>
Audible Warning	<span style="color: green;">●</span>	<span style="color: red;">●</span>

● PASS   
 ● FAIL   
 — NOT AVAILABLE

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

 SAFETY ASSIST PERFORMANCE

Total 65%

## Comment

Some countries get autonomous emergency braking (AEB) as standard; others do not. The system, comprising forward collision warning (FCW) was fitted to the vehicle tested here. When tested approaching the rear of a car, the system performed well, both when the car was stationary and when it was moving slower than the test vehicle. However, good performance was seen only when the target vehicle was directly ahead of, or only slightly offset from the direction of travel of Transporter. Where there was a significant offset to the left or right, the system did not respond to the target. Similarly, at higher speeds, system performance deteriorated, especially when approaching a stationary target. The system performed well in tests of its response to cyclists, and adequately in tests of pedestrian detection.

The optional lane support system performed well. Lane departure warning (LDW) met Euro NCAP's requirements and was rewarded. Lane keep assist (LKA) recognised all lane edges, marked and unmarked and responded in good time to prevent the vehicle drifting too far over the edge. LKA also incorporates emergency lane keeping (ELK) which intervenes more aggressively in certain emergency situations, and results were good in the tests performed here.

A camera-based traffic sign recognition system identifies the local speed limit and provides the information to the driver who can then engage the speed limiter as appropriate. The speed limit information system performed well and speed was well controlled by the limiter.

A driver's seatbelt reminder system is standard but is an option for the passenger seat. The system on the passenger side did not meet Euro NCAP's requirements and was not rewarded. A driver monitoring system warns the driver if steering behaviour characteristic of fatigued or impaired driving is detected. However, the system does not switch on by default at the beginning of each journey and the system was not rewarded.

	GOOD		ADEQUATE		MARGINAL		WEAK		POOR
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**FITMENT**

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE NETHERLANDS	UNITED KINGDOM
<b>AUTONOMOUS EMERGENCY BRAKING SYSTEMS</b>								
AEB Car-to-Car	○	○	○	○	○	●		●
AEB Pedestrian	○	○	○	○	○	●		●
AEB Cyclist	○	○	○	○	○	●		●
<b>LANE SUPPORT SYSTEMS</b>								
Emergency Lane Keeping / Lane Keep Assist	○	○	○	○	○	○		○
Lane Departure Warning	○	○	○	○	○	○		○
Blind Spot Information System	○	○	○	○	○	○		○
<b>SPEED ASSIST SYSTEMS</b>								
Speed Limit Information Function	○	○	○	○	○	○		○
Speed Limitation Function	●	○	○	○	○	●		●
<b>OCCUPANT STATUS MONITORING SYSTEMS</b>								
Seatbelt Reminder - Driver	●	●	●	●	●	●		●
Seatbelt Reminder - Passenger	✗	✗	✗	✗	✗	✗		✗
Attention Assist	●	○	○	○	○	●		●
<span>● STANDARD</span> <span>○ FITTED AS OPTION</span> <span>✗ NOT AVAILABLE</span>								

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