



VW Multivan  
Standard Safety Equipment

2022



Adult Occupant



90%

Child Occupant



89%

Vulnerable Road Users



69%

Safety Assist



87%

SPECIFICATION

Tested Model	VW Multivan eHybrid, LHD
Body Type	- 5 door MPV
Year Of Publication	2022
Kerb Weight	2050kg
VIN From Which Rating Applies	- all VW Multivans
Class	Business and Family Vans

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
Centre Airbag	●	●	—

Version 180522

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
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



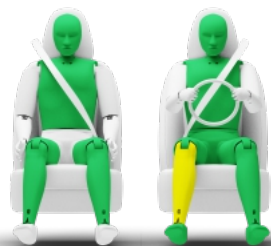
## ADULT OCCUPANT

Total 34.2 Pts / 90%

GOOD ADEQUATE MARGINAL WEAK POOR

## Frontal Impact

13.7 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

## Lateral Impact

14.7 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

## Rear Impact

3.8 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 34.2 Pts / 90%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Multivan remained stable in the frontal offset test. Dummy readings showed 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. With the exception of the driver's lower leg, protection of which was rated as adequate, protection of all critical body areas was good for both the driver and front seat passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Multivan would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, all protection of all critical body areas was good or adequate. In both the side barrier test and the more severe pole impact, dummy readings indicated good protection of all critical body areas. However, inspection of the pole test vehicle revealed that one of the clips which holds the side curtain airbag to the roof rail had become detached. The score for the head was penalised for this unintended behaviour, both in the pole test and the side barrier impact where the airbag also plays a critical role. 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 found to be marginal. The Multivan has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. 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 indicated marginal whiplash protection. The Multivan has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.

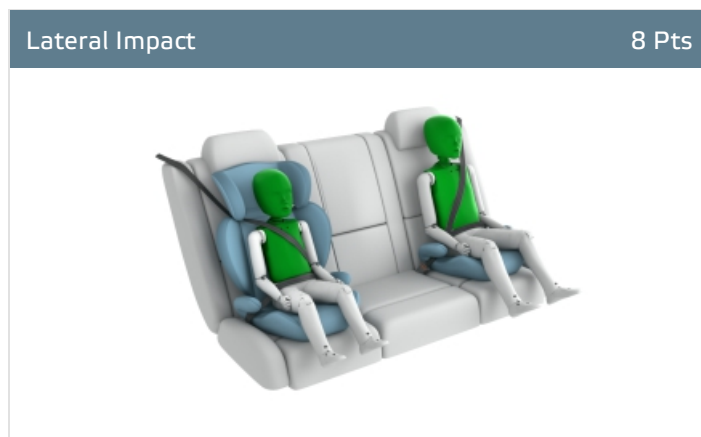
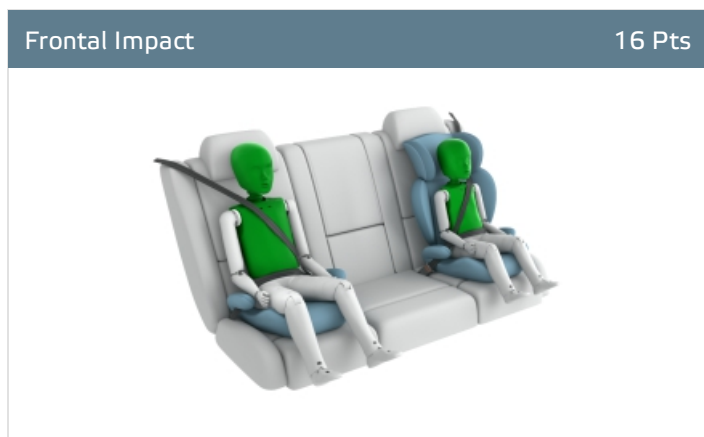
## CHILD OCCUPANT

Total 44 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 &amp; 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix 2R (OEM Version)*  
 Restraint for 10 year old child: *Britax Römer Kidfix 2R (OEM Version)*

## Safety Features

8.0 / 13 Pts

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

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

## CRS Installation Check

12.0 / 12 Pts

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

## ■ i-Size CRS

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



Maxi Cosi 2way Pearl &amp; 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 Pts / 89%

■ 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 Pts / 89%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	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, protection of all critical body areas was good for both the 6 year and 10 year dummy, and maximum points were scored 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. All of the child restraint types for which the car is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 37.3 Pts / 69%



Pedestrian 25.6 / 36 Pts



Head Impact	14.4 Pts
Pelvis Impact	5.2 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 11.7 / 18 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



## VULNERABLE ROAD USERS

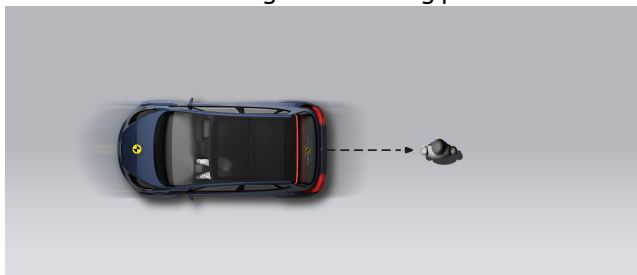
Total 37.3 Pts / 69%

## AEB Pedestrian

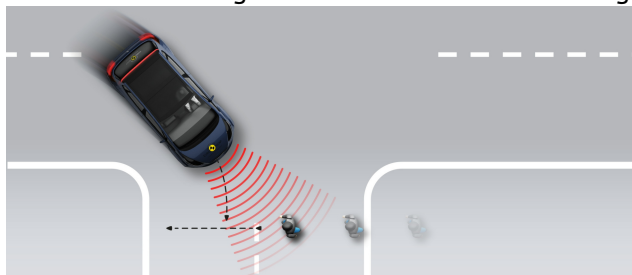
5.7 / 9 Pts

■ Day time

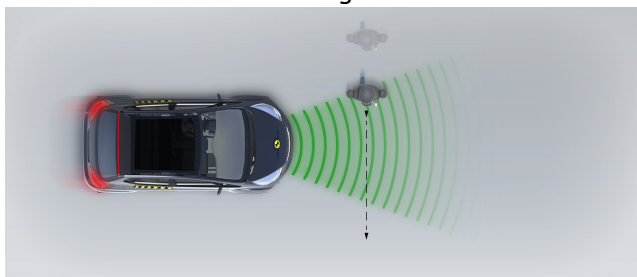
Vehicle reversing into standing pedestrian



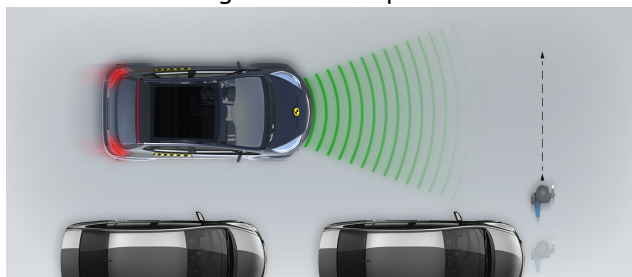
Pedestrian crossing a road into which a car is turning



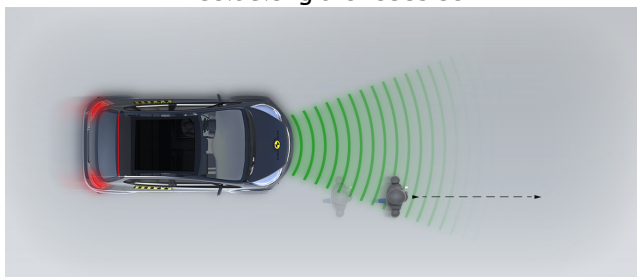
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

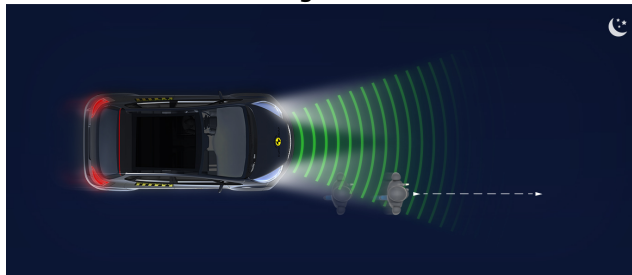


■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 37.3 Pts / 69%

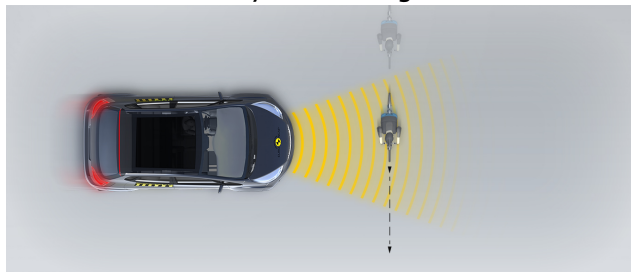
## AEB Cyclist

6.0 / 9 Pts

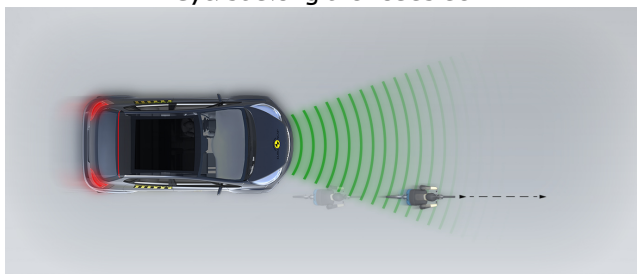
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## Comments

The protection offered by the bonnet to the head of a struck pedestrian was mixed, with areas of good and poor performance. The bumper provided good protection to pedestrians' legs at all test points but the protection provided to the pelvis by the front edge of the bonnet was, again, mixed. The Multivan has an autonomous emergency braking (AEB) system which can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and to cyclists, with impacts avoided in many scenarios.



## SAFETY ASSIST

Total 14.1 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Speed Assistance

2.7 / 3 Pts

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

## Occupant Status Monitoring

3.0 / 3 Pts

## &gt; Seatbelt Reminder

2.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

Pass
 Fail
 Not available

## &gt; Driver Monitoring

1.0 / 1 Pts

System Name	Driver Monitoring
Type	Steering input
Operational From	65 km/h



SAFETY ASSIST

Total 14.1 Pts / 87%



Lane Support 3.5 / 4 Pts

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

AEB Car-to-Car 4.9 / 6 Pts

System Name	Front Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

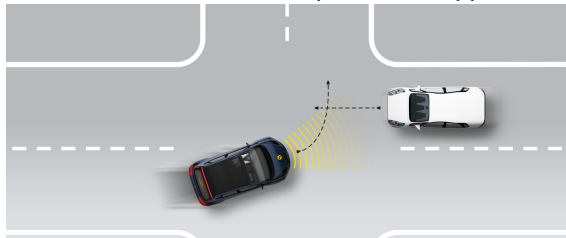


## SAFETY ASSIST

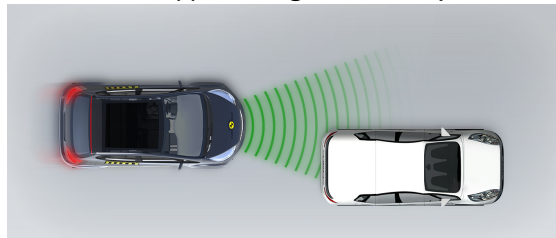
Total 14.1 Pts / 87%

### Autobrake function only

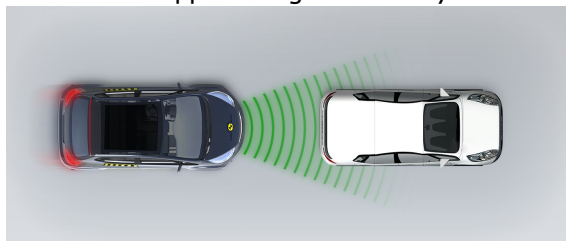
Test car turns across the path of an approaching car



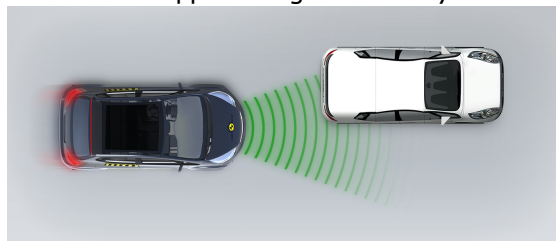
Approaching a stationary car



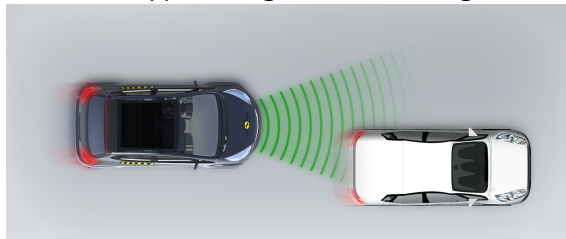
Approaching a stationary car



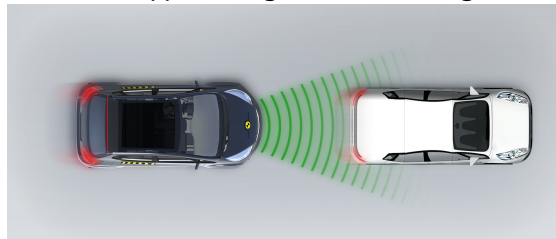
Approaching a stationary car



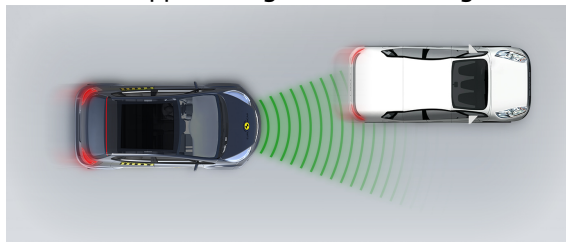
Approaching a slower moving car



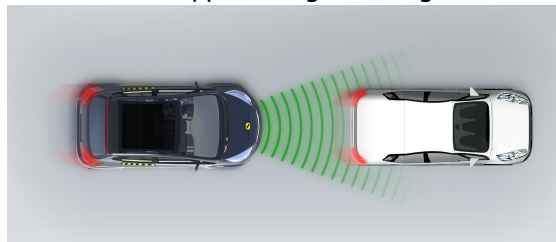
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



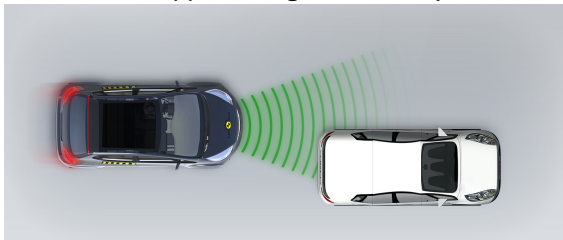


## SAFETY ASSIST

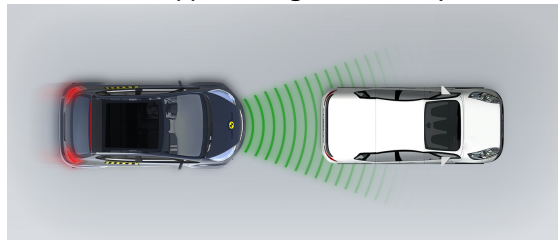
Total 14.1 Pts / 87%

## ■ Driver reacts to warning

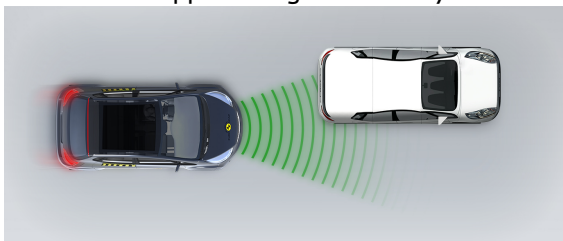
Approaching a stationary car



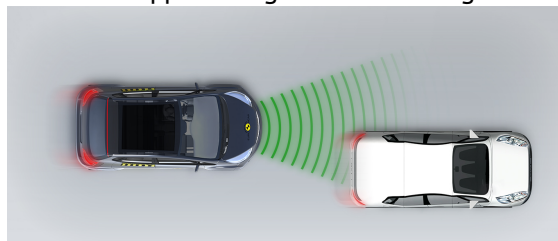
Approaching a stationary car



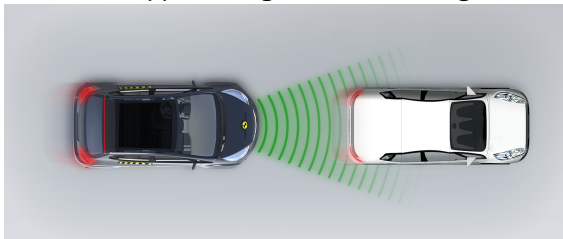
Approaching a stationary car



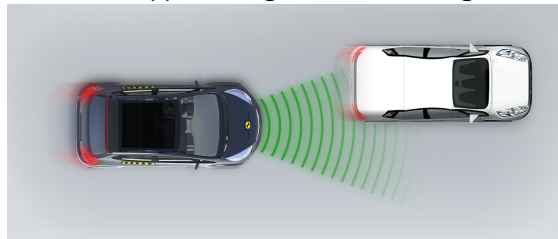
Approaching a slower moving car



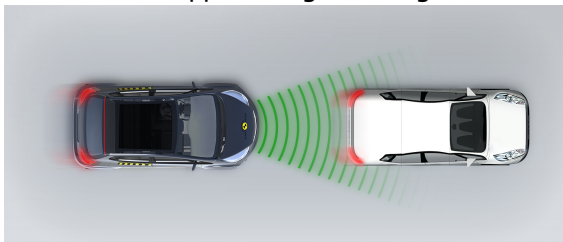
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 14.1 Pts / 87%

## Comments

The Multivan has a seatbelt reminder system on the front and rear seating positions. The AEB system performed well in tests of its response to other vehicles, with impacts avoided in most test scenarios. A speed assistance system combines camera information with digital mapping to identify local speed limits and presents this information to the driver, allowing the limiter to be set appropriately. A lane support system gently corrects the vehicle's path if it is drifting out of lane and intervenes more aggressively in some more critical situations.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door MPV	1.4 petrol TSI PHEV 160 kW *	4 x 2	✓	✓
5 door MPV	1.5 petrol TSI 100 kW	4 x 2	✓	✓
5 door MPV	2.0 petrol TSI 150 kW	4 x 2	✓	✓
5 door MPV	2.0 diesel TDI 100 kW	4 x 2	✓	✓

\* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2022	Rating Published	2022 ★ ★ ★ ★ ★	✓