



2022





## Adult Occupant



77%

Child Occupant



81%

Vulnerable Road Users







Safety Assist

66%

## **SPECIFICATION**

Tested Model	VW Touran 1.5 TSI 'Comfortline', LHD
Body Type	- 5 door MPV
Year Of Publication	2022
Kerb Weight	1520kg
VIN From Which Rating Applies	- #######PW000103
Class	Small MPV

# 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	•	•	0
Side pelvis airbag	×	×	×
Centre Airbag	×	×	_

Euro NCAP © Volkswagen Touran Oct 2022 2/18



# SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size	_	×	•
Integrated CRS	_	×	0
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	•

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Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pace	V

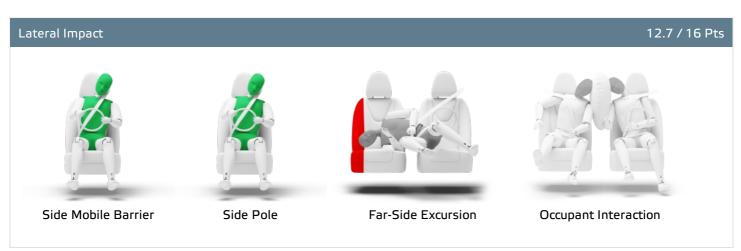
C	Not fitted to the test vehicle but available as option or as part of the safety pack	💥 Not available	- Not applicable
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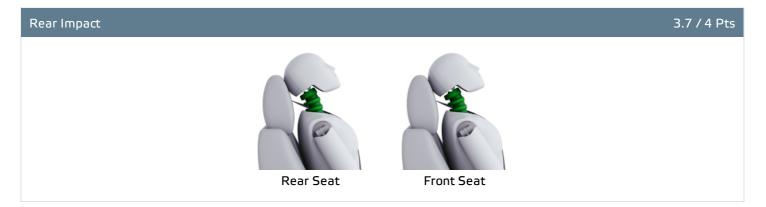




Total 29.4 Pts / 77%











Total 29.4 Pts / 77%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication					1.0 / 2 Pts
	Rescue Sheet	Available, ISO com	pliant		PDF
	Advanced eCall	Available			
	Multi Collision Brake	Available			

#### Comments

The passenger compartment of the VW Touran remained stable in the frontal offset test. Dummy readings indicated a possibility of injury to the driver's femur and protection of this body area was rated as marginal. Dummy readings of compression also indicated marginal protection of the chest of the driver. 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 impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body regions was good or adequate for both the driver and rear passenger. In both the side barrier impact and the more severe side pole test, protection of all critical body areas was good and the Touran scored maximum points in this part of the assessment. 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 poor. The Touran does not have a counter-measure to mitigate against occupant to occupant injuries in such impacts. 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 Touran has an advanced eCall system which alerts the emergency services in the event of a crash. The car's 'Multi Collision Braking' system automatically applies the brakes to prevent secondary collisions but did not bring the car to a halt and was not rewarded.



Total 40.0 Pts / 81%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.1 / 24 Pts





Restraint for 6 year old child: Fully integrated CRS Restraint for 10 year old child: Fully integrated CRS

Safety Features 7.0 / 13 Pts

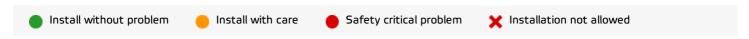
	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	×	•	•	•
i-Size	×	•	•	•
Integrated CRS	×	0	×	×

\* Third row seats available as option

■ Fitted to test car as standard
O Not on test car but available as option
X Not available



CRS Installation Check 9.9 / 12 Pts



### i-Size CRS











### ISOFIX CRS









Total 40.0 Pts / 81%

#### Universal Belted CRS











Total 40.0 Pts / 81%

	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 Zi-Fix (ISOFIX)	_	•	•	•	•	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•	•	×	×
Britax Römer King II LS (Belt)	•	•	•	•	•	•
Cybex Solution Zi-Fix (Belt)	•	•	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

#### Comments

Integrated child restraints are an option for the second-row outboard seats and were used for the dynamic tests. Apart from the head and neck of the 10 year dummy in the frontal offset test, protection of which was adequate, the car provided good protection of all critical body regions of both dummies in dynamic crash tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Universal belted restraints failed the installation check in the rear centre and optional third row seats. A choice of appropriate universal belted child restraint systems is presented in the Touran's vehicle handbook. All child restraint types could be properly installed and accommodated in the other seating positions.



# ★ VULNERABLE ROAD USERS

Total 34.0 Pts / 62%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian 25.7 / 36 Pts



Head Impact	18.7 Pts
Pelvis Impact	1.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 8.3 / 18 Pts

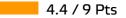
System Name	Front Assist
Туре	Auto-Brake with Forward Collision Warning
Operational From	6 km/h



# VULNERABLE ROAD USERS

Total 34.0 Pts / 62%

### **AEB Pedestrian**





Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning

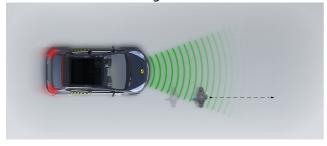
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

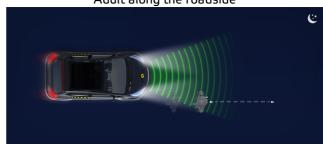


Night time

Adult crossing the road



Adult along the roadside



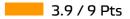




## VULNERABLE ROAD USERS

Total 34.0 Pts / 62%

## **AEB Cyclist**

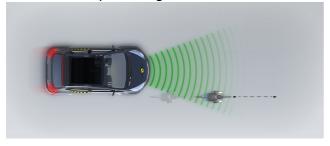


#### Cyclist from nearside, obstructed view





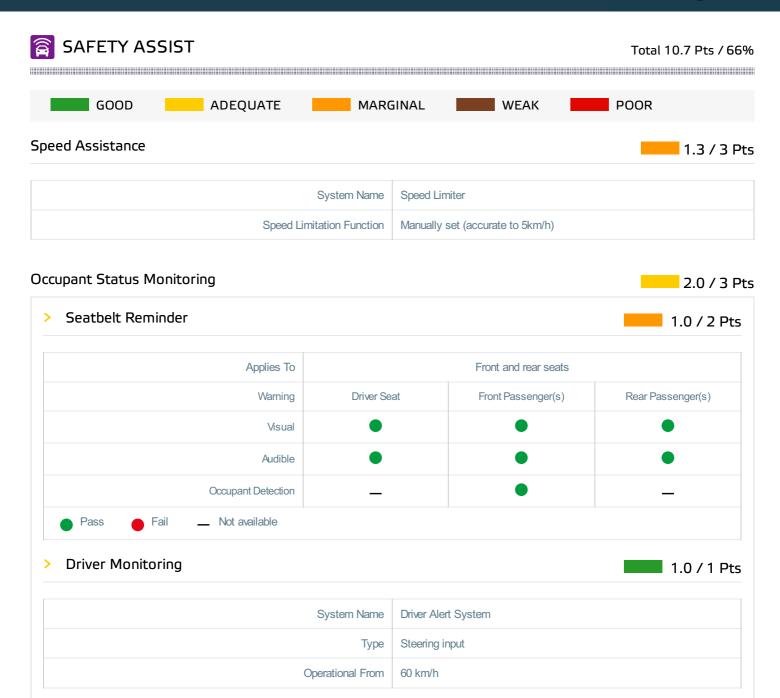
Cyclist along the roadside



### Comments

Protection of the head of a struck pedestrian was predominantly good or adequate. The bumper offered good protection to pedestrians' legs at all test locations but protection of the pelvis was almost completely poor. The autonomous emergency braking (AEB) system of the VW can respond to vulnerable road users as well as to other vehicles. The system performed only marginally in tests of its response to pedestrians and cyclists, with collisions avoided in most test scenarios.









## Lane Support 4.0 / 4 Pts

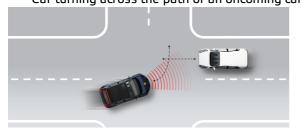
System Name	Lane Assist
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

# AEB Car-to-Car 3.4 / 6 Pts

System Name	Front assist
Туре	Autonomous emergency braking and forward collision warning
Operational From	6 km/h
Sensor Used	camera and radar

### Autobrake function only

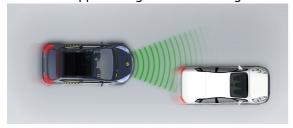
Car turning across the path of an oncoming car



Approaching a stationary car



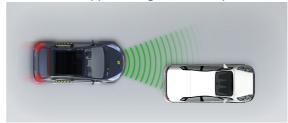
Approaching a slower moving car



Approaching a slower moving car



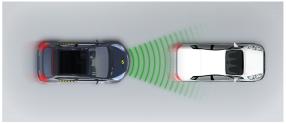
Approaching a stationary car



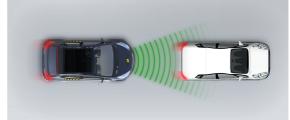
Approaching a stationary car



Approaching a slower moving car



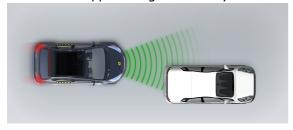
Approaching a braking car



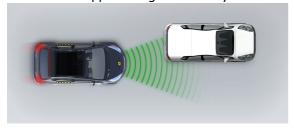


## Driver reacts to warning

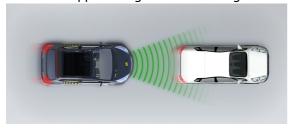
Approaching a stationary car



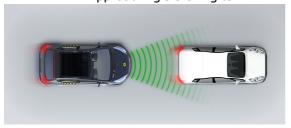
Approaching a stationary car



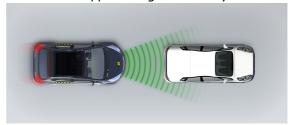
Approaching a slower moving car



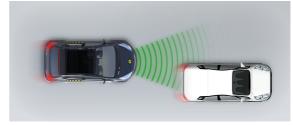
Approaching a braking car



Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







#### Comments

The autonomous emergency braking (AEB) system of the Touran performed adequately 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. A driver-set speed limiter is standard equipment.



## **RATING VALIDITY**

## Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door MPV	1.5I 110 KW TSI MQ *	4 X 2	✓	✓
5 door MPV	1.5I 110 KW TSI DQ	4 X 2	✓	✓
5 door MPV	2.0l 90 KW TDI MQ	4 X 2	✓	✓
5 door MPV	2.0l 110 KW TDI DQ	4 X 2	✓	✓

<sup>\*</sup> Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome	
November 2022	Rating Published	2022 🛊 🛊 🛊 🛣	✓