



Volkswagen Transporter  
T6.1 4MOTION 2.0 TDI



SILVER 2023

SAFETY ASSIST  
PERFORMANCE



43%

SPECIFICATION

TESTED MODEL	Volkswagen Transporter — T6.1 4MOTION 2.0 TDI
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 safety features and earns a Silver medal in this round of Euro NCAP’s tests. While it still lags behind the best offered on passenger cars, the Transporter remains a good option for those interested in safety.

For detailed comments see below.








 SAFETY ASSIST PERFORMANCE

Total 43%

## AEB CAR-TO-CAR








 10.4 / 30 Pts

Type	AEB & FCW
Operational From	5 km/h

SCENARIO	Autobrake function only	Driver reacts to warning
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		
Turning across the path of an oncoming car		—

## AEB PEDESTRIAN

 1.8 / 10 Pts

SCENARIO	Day time	Night time
Adult crossing the road		
Child running from behind parked vehicles		—
Adult along the roadside		
Vehicle reversing into standing pedestrian		—
Pedestrian crossing a road into which a van is turning		—

## AEB CYCLIST

 3.8 / 10 Pts


SCENARIO	Day time
Cyclist crossing	
Cyclist along the roadside	
Cyclist from nearside, obstructed view	




 GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR
 — N/A

 SAFETY ASSIST PERFORMANCE


Total 43%

LANE SUPPORT

 16.3 / 20 Pts


Type	ELK/LKA, LDW & BLIS
Operational From	0 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	






SPEED ASSISTANCE


 11.0 / 15 Pts


Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set


OCCUPANT STATUS MONITORING

 0.0 / 15 Pts

DRIVER MONITORING			
Attention Assist Driver			
SEATBELT REMINDER	Driver Seat	Front Passenger	
Visual Warning			
Audible Warning			

 PASS

 FAIL

 NOT AVAILABLE

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

 SAFETY ASSIST PERFORMANCE

Total 43%

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. No evidence was provided of the performance of the AEB system in night-time scenarios and, against 2023 protocols, its response to vulnerable road users was rated as weak.

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.

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	○	○	○	○	○	○	○	○	●	○	○
Belgium	○	○	○	○	○	○	○	○	●	○	○
Bulgaria	○	○	○	○	○	○	○	○	●	○	○
Croatia	○	○	○	○	○	○	○	○	●	○	○
Cyprus	○	○	○	○	○	○	○	○	●	○	○
Czech Republic	○	○	○	○	○	○	○	○	●	○	○
Denmark	●	●	●	○	○	○	○	●	●	○	○
Estonia	○	○	○	○	○	○	○	○	●	○	○
Finland	○	○	○	○	○	○	○	●	●	○	○
France	○	○	○	○	○	○	○	●	●	○	●
Germany	○	○	○	○	○	○	○	○	●	○	○
Greece	○	○	○	○	○	○	○	○	●	○	●
Hungary	○	○	○	○	○	○	○	○	●	○	○
Ireland	○	○	○	○	○	○	○	○	●	○	●
Italy	○	○	○	○	○	○	○	○	●	○	○
Latvia	○	○	○	○	○	○	○	○	●	○	○
Lithuania	○	○	○	○	○	○	○	○	●	○	○
Luxembourg	○	○	○	○	○	○	○	○	●	○	○
Malta	○	○	○	○	○	○	○	○	●	○	○
The Netherlands	○	○	○	○	○	○	○	○	●	○	●
Norway	●	●	●	○	○	○	○	●	●	○	●
Poland	○	○	○	○	○	○	○	○	●	○	○
Portugal	○	○	○	○	○	○	○	●	●	○	○
Romania	○	○	○	○	○	○	○	○	●	○	○
Slovakia	○	○	○	○	○	○	○	○	●	○	○
Slovenia	○	○	○	○	○	○	○	○	●	○	○
Spain	○	○	○	○	○	○	○	○	●	○	○
Sweden	●	●	●	○	○	○	○	●	●	○	●
United Kingdom	●	●	●	○	○	○	○	●	●	○	●

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● STANDARD
 ○ FITTED AS OPTION
 ✗ NOT AVAILABLE
 — VEHICLE NOT SOLD