



2024





Adult Occupant



83%

Child Occupant



Safety Assist

88%

Vulnerable Road Users



84%



78%

SPECIFICATION

Tested Model	VW Tiguan 2.0 TDI 'Life', LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1677kg
VIN From Which Rating Applies	- all Tiguans
Class	Small SUV



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	•	×	_

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	_		•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
Child presence detection	<u> </u>	×	•
SAFETY ASSIST			
Seat Belt Reminder	•		•



SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	•
AEB Pedestrian - Reverse	
Cyclist Dooring Prevention	
AEB Motorcyclist	
AEB Car-to-Car	
Speed Assistance	•
Lane Assist System	
Fatigue / Distraction Detection	•

Note: Other equipment may be available on the vehicle but was not considered in the test year.

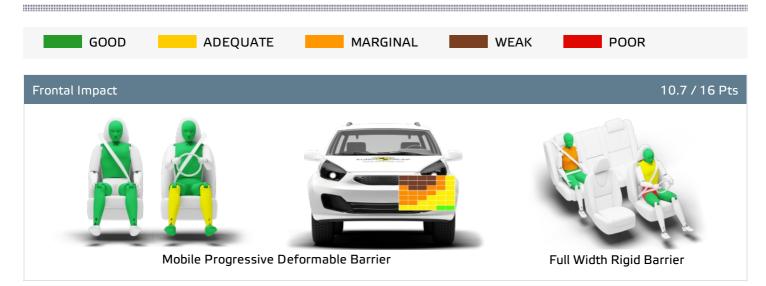
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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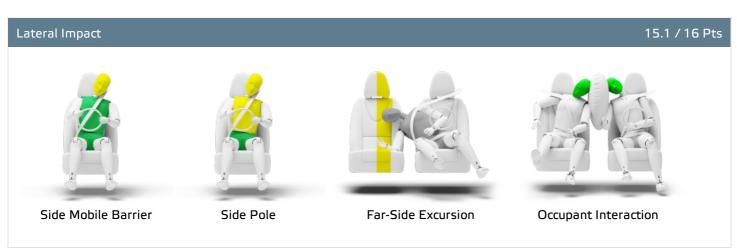
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





Total 33.5 Pts / 83%











Total 33.5 Pts / 83%

GOOD ADEQUATE	MARGINAL WEAK POOR
Rescue and Extrication	4.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the Volkswagen Tiguan remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the passenger. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the Tiguan would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, chest protection of the rear passenger was rated as marginal, based on dummy readings of compression. Moreover, analysis of the dummy readings in the pelvis showed evidence of a phenomenon known as 'submarining'. This can lead to abdominal injuries and the score was penalised, with protection rated as poor for that body region. In the side barrier test, dummy numbers showed good protection of all critical body areas. However, a post-test inspection revealed a tear of approximately 30mm in the curtain airbag. The score for head protection was penalised and protection of this area reduced to 'adequate'. The same penalty was applied in the side pole impact, although the issue was not observed in that test. 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 adequate. The Tiguan has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. 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 Tiguan 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. Volkswagen demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost and that electric windows would remain functional long enough to allow occupants to escape.



Total 43.2 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *VW branded Britax Römer KidFix i-Size*Restraint for 10 year old child: *VW branded Britax Römer KidFix i-Size - booster only*

Safety Features 7.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•	•	×
i-Size	•	•	×
Integrated CRS	×	×	×
Top tether	•	•	×
Child Presence Detection	×	•	•

Fitted to test car as standard

O Not on test car but available as option

\chi Not available

CRS Installation Check 12.0 / 12 Pts

🐚 i-Size	Seat Position				
	Fro	ont		2nd row	
		⊗°, ~ (2	Left	center	Right
E j	•	•	•	_	•

Easy

Difficult

Safety critical

X Not allowed



Airbag ON

Rearward facing restraint installation not allowed

Airbag OFF



CHILD OCCUPANT

Total 43.2 Pts / 88%

lsofix	Seat Position				
	Fro	ont		2nd row	
		⊗•, ~ √2	Left	center	Right
	×	•	•	_	•
	•	•	•	_	•
K	×	•	•	_	•
E	•	•	•	_	•
	×	•	•	_	•
	•	•	•	_	•

● Difficult ● Safety critical ★ Not allowed

Safety critical Not allowed

Airbag ON Rearward facing restraint installation not allowed 2 Airbag OFF

Airbag ON Rearward facing restraint installation not allowed

Seatbelt Attached	Seat Position					
	Fro	ont	2nd row			
		⊗ *⁄ ₂	Left	center	Right	
	•	•	•	•	•	
	×	•	•	•	•	
	×	•	•	•	•	
L	*	•	•	•	•	
	×	•	•	•	•	
	•	•	•	•	•	

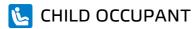
💥 Airbag OFF

Easy

Difficult

Easy





Total 43.2 Pts / 88%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Tiguan scored maximum points 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. The Volkswagen Tiguan is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Tiguan is designed could be properly installed and accommodated in the car.



🚶 VULNERABLE ROAD USERS

Total 53.5 Pts / 84%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

30.1 / 36 Pts



Pedestrian & Cyclist Head	12.4 Pts
Pelvis	4.2 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

23.3 / 27 Pts

System Name	Front Assist
Туре	Auto-Brake with Forward Collision Warning
Operational From	4 km/h
PERFORMANCE	

6.5 / 9 Pts **AEB** Pedestrian

Scenario	Day time	Night time
Car reversing into adult or child		_
Adult crossing a road into which a car is turning		_
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist 7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	





VULNERABLE ROAD USERS

Total 53.5 Pts / 84%

0.5 / 1 Pts

6.0 / 6 Pts

2.5 / 3 Pts

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Cyclist Dooring Prevention

Scenario	
Dooring a passing cyclist	information, all side doors"

AEB Motorcyclist

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		_

Currently not tested

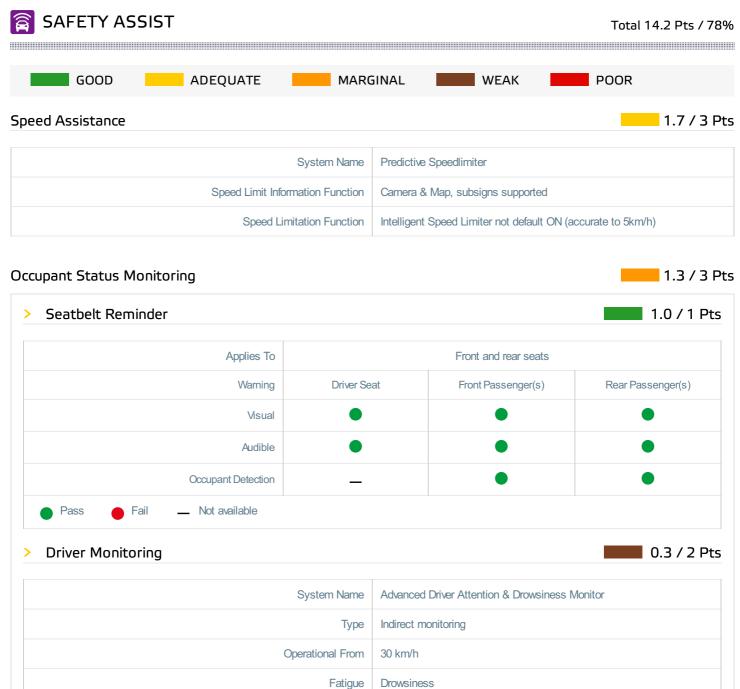
Lane Support Motorcyclist

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate. Protection of the pelvis was good or adequate, while that of the femur and of the knee and tibia was good across the whole width of the car. The autonomous emergency braking (AEB) system of the Volkswagen can respond to vulnerable road users as well as to other vehicles. In tests of its reaction to pedestrians, its overall performance was adequate. The Tiguan scored close to maximum points for its performance when tested against a cyclist target, avoiding collision in most test scenarios. The Tiguan protects against including 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. The AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed well in this regard.







Total 14.2 Pts / 78%

System Name	Lane Assist
Туре	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 8.3 / 9 Pts

System Name	Front Assist
Туре	Autonomous emergency braking
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		_
Turning across the path of an oncoming car		_
Approaching a stationary car		
Approaching a slower moving car		_
Approaching a braking car		_

— Currently not tested





Total 14.2 Pts / 78%

Comments

Overall, the autonomous emergency braking (AEB) system of the Volkswagen Tiguan performed well in tests of its reaction to other vehicles, including adequate performance in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system, detecting 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. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 diesel	2.0 TDI *	4 x 2	✓	✓
5 door SUV	2.0 diesel	2.0 TDI 4motion	4 x 4	✓	✓
5 door SUV	2.0 petrol	2.0 TFSI	4 x 4	✓	✓
5 door SUV	1.5 petrol mild hybrid **	1.5 eTSI	4 x 2	-	-
5 door SUV	1.5 petrol PHEV **	1,5 eHybrid	4 x 2	-	-

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2024	Rating Published	2024 🖈 🖈 🖈 🛧	✓

^{*} Tested variant

^{**} Tests ongoing