



**VW Tiguan**  
Standard Safety Equipment

2024



Adult Occupant



83%

Child Occupant



88%

Vulnerable Road Users



84%

Safety Assist



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 Tiguan
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			
Isifix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	●
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  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

**ADULT OCCUPANT**

Total 33.5 Pts / 83%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 10.7 / 16 Pts

Mobile Progressive Deformable Barrier                      Full Width Rigid Barrier

Lateral Impact 15.1 / 16 Pts

Side Mobile Barrier                      Side Pole                      Far-Side Excursion                      Occupant Interaction


Rear Impact 3.6 / 4 Pts

Rear Seat                      Front Seat


 ADULT OCCUPANT

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.

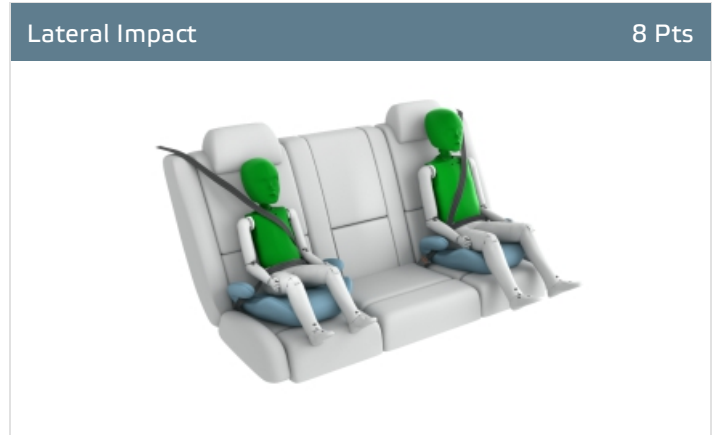
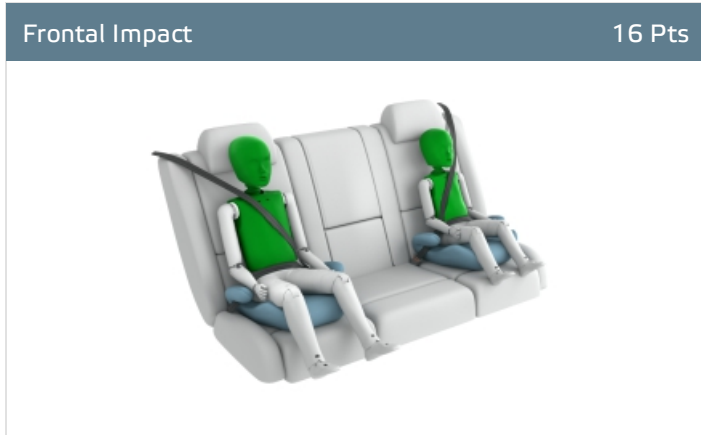
**CHILD OCCUPANT**

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   
 ○ Not on test car but available as option   
 ✘ Not available

**CRS Installation Check**

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed  
✘ Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

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CHILD OCCUPANT


Total 43.2 Pts / 88%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✗	●	●	—	●
	●	●	●	—	●
	✗	●	●	—	●
	●	●	●	—	●
	✗	●	●	—	●
	●	●	●	—	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
✗ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	●	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	●	●	●	●	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
✗ Airbag OFF

 CHILD OCCUPANT

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 Tiguan is equipped with an indirect 'child presence detection' 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
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h
PERFORMANCE   <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span>	

**AEB Pedestrian**

6.5 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	<span style="display: inline-block; width: 15px; height: 15px; background-color: red;"></span>	—
Adult crossing a road into which a car is turning	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	—
Adult crossing the road	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Child running from behind parked vehicles	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: orange;"></span>
Adult along the roadside	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>

— Currently not tested

**AEB Cyclist**

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Turning across path of an oncoming cyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a crossing cyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a cyclist along the roadside	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>

 **VULNERABLE ROAD USERS**

Total 53.5 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Cyclist Dooring Prevention** ■ 0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information, all side doors"

**AEB Motorcyclist** ■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Approaching a braking motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Turn across the path of an oncoming motorcyclist	<span style="color: green;">■</span>	—

— Currently not tested

**Lane Support Motorcyclist** ■ 2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	<span style="color: green;">■</span>
Changing lane across the path of an overtaking motorcyclist	<span style="color: yellow;">■</span>

**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.

SAFETY ASSIST

Total 14.2 Pts / 78%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance  1.7 / 3 Pts

System Name	Predictive Speedlimiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring  1.3 / 3 Pts

> **Seatbelt Reminder**  1.0 / 1 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

Pass
  Fail
  Not available

> **Driver Monitoring**  0.3 / 2 Pts


System Name	Advanced Driver Attention & Drowsiness Monitor
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness




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 SAFETY ASSIST


Total 14.2 Pts / 78%

Lane Support









 3.0 / 3 Pts

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

AEB Car-to-Car

 8.3 / 9 Pts

System Name	Front Assist
Type	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



## SAFETY ASSIST

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	✓	✓

\*Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
May 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓