



VW Passat
Standard Safety Equipment

2024



Adult Occupant



93%

Child Occupant



87%

Vulnerable Road Users



82%

Safety Assist



80%

SPECIFICATION

Tested Model	VW Passat 2.0 TDI "Business", LHD
Body Type	- 5 door estate
Year Of Publication	2024
Kerb Weight	1618kg
VIN From Which Rating Applies	- all Passats
Class	Large Family Car

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

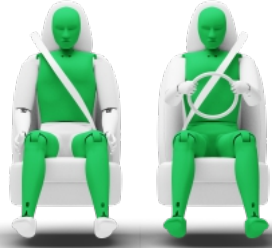
 ADULT OCCUPANT

Total 37.3 Pts / 93%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact

13.9 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

16.0 / 16 Pts



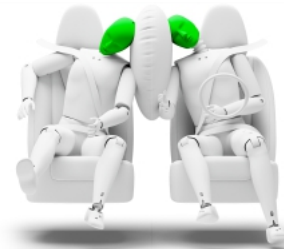
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.4 / 4 Pts



Rear Seat



Front Seat

ADULT OCCUPANT

Total 37.3 Pts / 93%

■ 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 Passat remained stable in the frontal offset test. Protection was good for all critical body areas of both the driver and passenger, and full points were scored for the dynamic dummy results. Volkswagen demonstrated that the same level of protection would be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Passat would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body areas of the driver and rear passenger. In both the side barrier and pole impact tests, protection of all critical body areas was good and the car 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 adequate. The Passat has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and this performed well in Euro NCAP's test, with good protection of the heads of both front occupants. 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 Passat has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. Volkswagen demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 43.0 Pts / 87%

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: *Britax Römer Kidfix i-size OEM*
 Restraint for 10 year old child: *Britax Römer Kidfix i-size OEM booster*

Safety Features

7.0 / 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

Version 100724

CHILD OCCUPANT

Total 43.0 Pts / 87%

Isofix	Seat Position				
	Front		2nd row		
			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		
			Left	center	Right
	✘	●	●	●	●
	●	✘	●	●	●
	●	✘	●	●	●
	●	✘	●	●	●
	●	✘	●	✘	●
	✘	●	●	✘	●

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

Version 100724



CHILD OCCUPANT

Total 43.0 Pts / 87%

Comments

In the both the frontal offset and side barrier tests, protection was good for all critical body areas of both child dummies and the Passat scored maximum points. 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 Passat has an indirect child presence detection system, which warns when a child or infant may have been left in the car. However, Euro NCAP did not have the opportunity to assess the system and points have not been awarded. All of the child restraint types for which the Passat is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.8 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection

27.9 / 36 Pts



Pedestrian & Cyclist Head	11.5 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	7.4 Pts

VRU Impact Mitigation

24.0 / 27 Pts

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

AEB Pedestrian

■ 7.0 / 9 Pts

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

■ 8.0 / 8 Pts

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

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VULNERABLE ROAD USERS

Total 51.8 Pts / 82%



Cyclist Dooring Prevention 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist 5.7 / 6 Pts

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 2.5 / 3 Pts

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 adequate, with poor results recorded on the still windscreen pillars and at the base of the screen. Protection of the pelvis was good at all test points as was that of the femur, and the Passat scored maximum points for these areas. Protection of the knee and tibia was predominantly good. The autonomous emergency braking (AEB) system of the Volkswagen can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was good and the Passat scored full points for its response to cyclists, and most of the points for 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. The collision avoidance system performed well in tests of its response to motorcyclists, scoring full points for AEB and scoring well for its lane support.

SAFETY ASSIST

Total 14.4 Pts / 80%

■ 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	Driver Alert System
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 14.4 Pts / 80%

Lane Support

3.0 / 3 Pts

System Name	Lane Support System	
Type	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

8.5 / 9 Pts

System Name	Front Assist	
Type	Autonomous emergency braking and forward collision warning	
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 14.4 Pts / 80%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with collisions avoided in most 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 as standard, 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. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door estate	1.5 petrol	1.5 eTSI	4 x 2	✓	✓
5 door estate	2.0 petrol	2.0 TSI	4 x 2	✓	✓
5 door estate	2.0 petrol	2.0 TSI	4 x 4	✓	✓
5 door estate	2.0 diesel	2.0 TDI	4 x 2	✓	✓
5 door estate	2.0 diesel	2.0 TDI	4 x 4	✓	✓
5 door estate	1.5 petrol PHEV	1.5 eHybrid	4 x 2	-	-

* Tested variant

- additional tests ongoing

Annual Reviews and Facelifts

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