



VW T-Cross
Standard Safety Equipment

2019



Adult Occupant



97%

Child Occupant



86%

Vulnerable Road Users



81%

Safety Assist



80%

SPECIFICATION

| | |
|-------------------------------|-----------------------------------|
| Tested Model | VW T-Cross 1.0 petrol 'Life', LHD |
| Body Type | - Small SUV |
| Year Of Publication | 2019 |
| Kerb Weight | 1204kg |
| VIN From Which Rating Applies | - all VW T-Cross |
| Class | Small MPV |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | — |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✗ | ✗ | — |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✗ |
| Side pelvis airbag | — | — | — |

Version 130519

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ● | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ✘ |
| AEB Pedestrian | ● |
| AEB Cyclist | ● |
| AEB City | ● |
| AEB Inter-Urban | ● |
| Speed Assistance System | ● |
| Lane Assist System | ● |

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 36.9 Pts / 97%


■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.3 / 8 Pts




Passenger Driver

Frontal Full Width 7.8 / 8 Pts



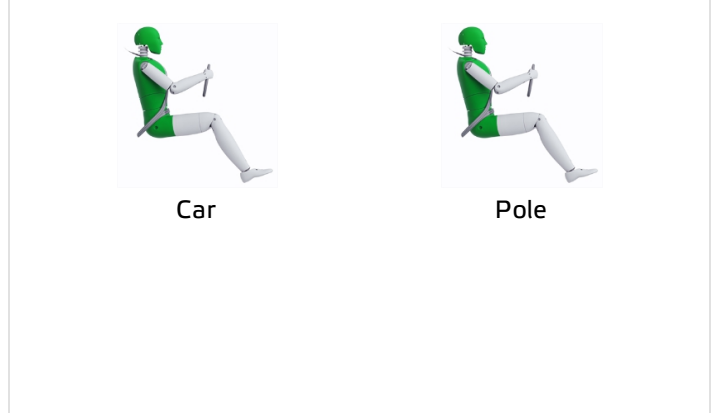
Rear Passenger Driver

Whiplash Rear Impact 1.8 / 2 Pts



Front seat Rear seat

Lateral Impact 16 / 16 Pts



Car Pole

 ADULT OCCUPANT

Total 36.9 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

AEB City

 4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.9 Pts / 97%

Comments

The passenger compartment of the T-Cross remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver dummy was good for all critical body areas and was at least adequate for the rear passenger. In both the side barrier and the more severe side pole impacts, protection of all critical body regions was good and the T-Cross scored maximum points in both tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit 'Front Assist' autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur.

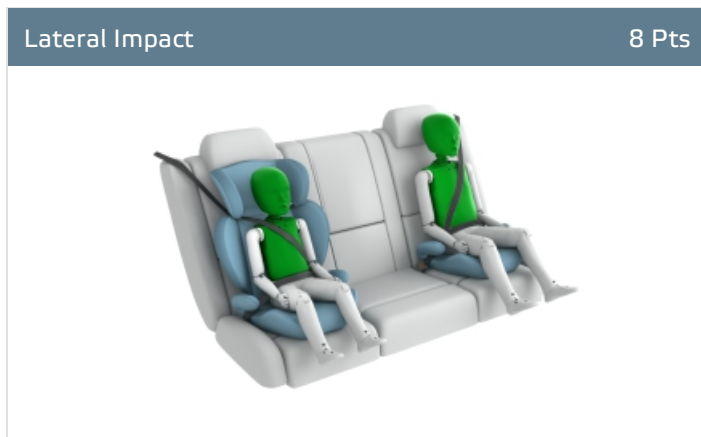
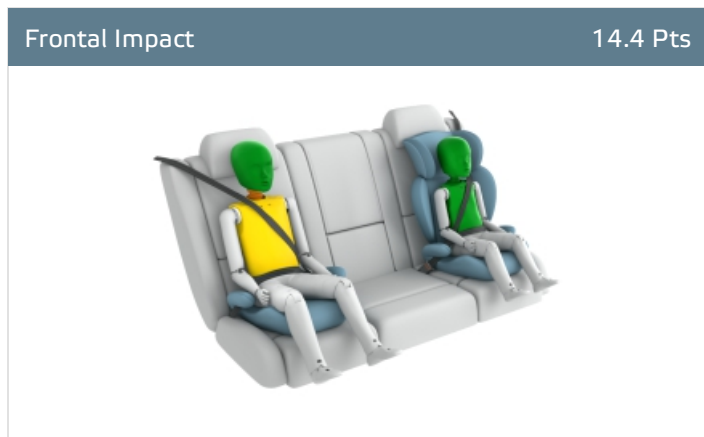
CHILD OCCUPANT

Total 42.4 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

22.4 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

8 / 13 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix | ● | ● | ✘ |
| i-Size | ● | ● | ✘ |
| Integrated CRS | ✘ | ✘ | ✘ |

● Fitted to test car as standard ○ Not on test car but available as option ✘ Not available

CRS Installation Check

12 / 12 Pts

● Install without problem ○ Install with care ● Safety critical problem ✘ Installation not allowed

■ **i-Size CRS**



CHILD OCCUPANT

Total 42.4 Pts / 86%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.4 Pts / 86%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | ● | ● | □ | ● |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize) | ● | ● | □ | ● |
| BeSafe iZi Kid X2 i-Size (iSize) | ● | ● | □ | ● |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX) | ● | ● | □ | ● |
| BeSafe iZi Kid X4 ISOfix (ISOFIX) | ● | ● | □ | ● |
| Britax Römer Duo Plus (ISOFIX) | ● | ● | □ | ● |
| Britax Römer KidFix XP (ISOFIX) | ● | ● | □ | ● |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | ● | ● | ✘ | ● |
| Britax Römer King II LS (Belt) | ● | ● | ● | ● |
| Britax Römer KidFix XP (Belt) | ● | ● | ● | ● |

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

Comments

In the frontal offset test, readings of neck tension in the 10 year dummy indicated marginal protection for that part of the body. Otherwise, protection was good or adequate for the 6 and 10 year dummies. In the side barrier test, protection of both dummies was good, for all critical parts of the body. The front passenger airbag can be disabled to allow a rearward-facing airbag 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. All of the restraints for which the T-Cross is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 38.9 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---------------|---|-------------|----------|---------------|---------|------------|-------|
| Pedestrian | 27.3 / 36 Pts | | | | | | |
| | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 16.7 Pts | Pelvis Impact | 4.6 Pts | Leg Impact | 6 Pts |
| Head Impact | 16.7 Pts | | | | | | |
| Pelvis Impact | 4.6 Pts | | | | | | |
| Leg Impact | 6 Pts | | | | | | |

| | |
|-----------------------|---|
| Vulnerable Road Users | 11.6 / 12 Pts |
| System Name | Front Assist |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 4 km/h |

Comments

The protection provided to the head of a struck pedestrian was predominantly good or adequate over the bonnet surface. Good protection was provided to pedestrians' legs but protection of the pelvis was mixed. The T-Cross has an AEB system which can detect vulnerable road users, as well as other vehicles. Good results were seen in tests of the system's performance when detecting pedestrians and cyclists, with collisions avoided or mitigated in most scenarios.

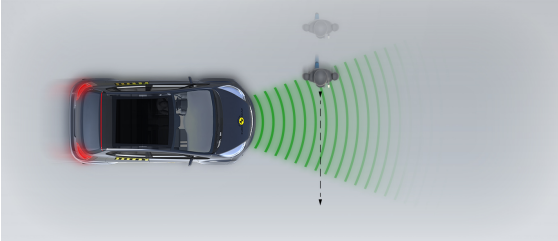
 VULNERABLE ROAD USERS

Total 38.9 Pts / 81%

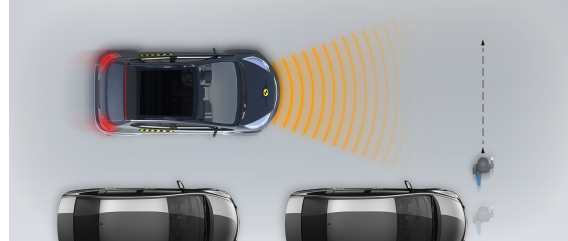
AEB Pedestrian 

■ Day time

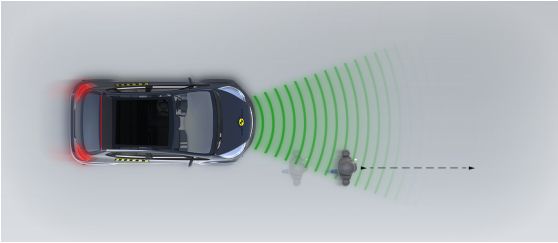
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

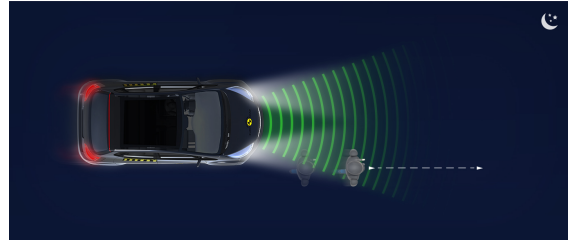


■ Night time

Adult crossing the road

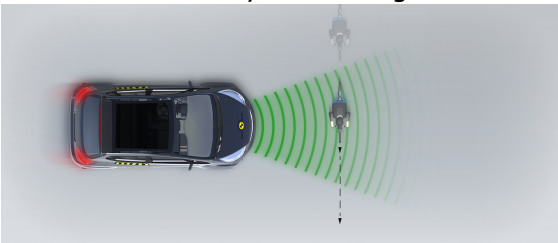


Adult along the roadside

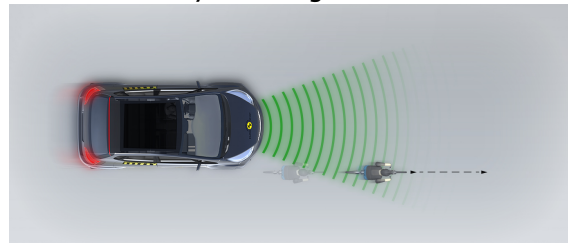


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.4 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

| | |
|---------------------------|----------------------------------|
| System Name | Speedlimiter |
| Speed Limitation Function | Manually set (accurate to 5km/h) |

Seat Belt Reminder

■ 3 / 3 Pts

| Applies To | All seats | | |
|--------------------|-------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |
| Occupant detection | — | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support


■ 3.5 / 4 Pts

| | |
|-------------------------|--|
| System Name | Lane Assist |
| Type | ELK + LKA |
| Operational From | 60 km/h |
| PERFORMANCE | |
| Emergency Lane Keeping | ■ GOOD |
| Lane Keep Assist | ■ GOOD |
| Human Machine Interface | ■ ADEQUATE |

 SAFETY ASSIST

Total 10.4 Pts / 80%

AEB Interurban

 2.7 / 3 Pts

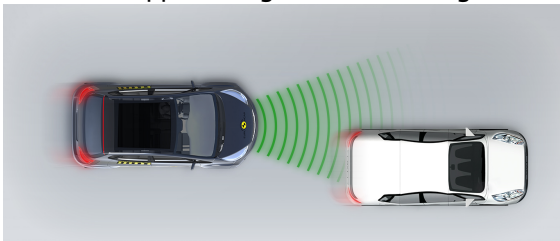
| | |
|------------------------|--|
| System Name | Front Assist |
| Type | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 4 km/h |
| Additional Information | Supplementary warning |

Comments

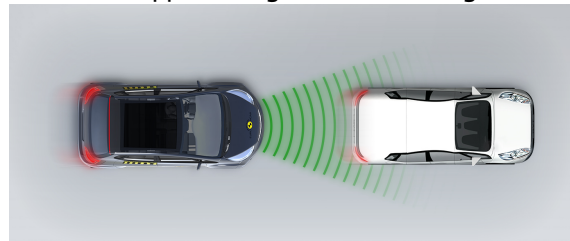
The T-Cross has a seatbelt reminder for the front and rear seats, as standard. The AEB system performed well in tests of its reaction to other vehicles at highway speeds. A driver-set speed limiter is standard equipment, as is a lane support system which helps to prevent inadvertent drifting out of lane, and also intervenes in some more critical situations.

■ **Autobrake function only**

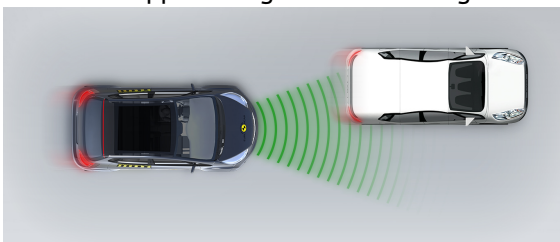
Approaching a slower moving car



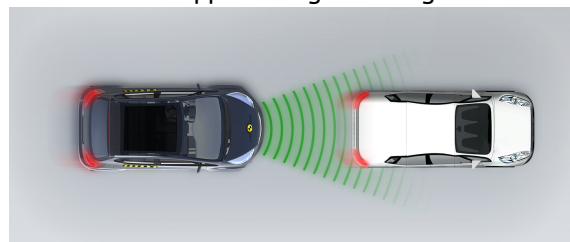
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

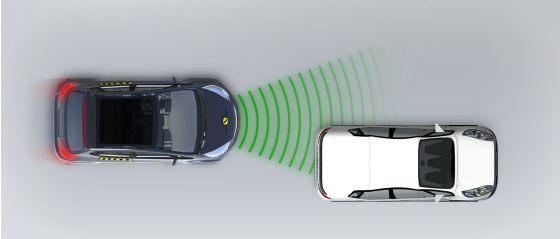


 SAFETY ASSIST

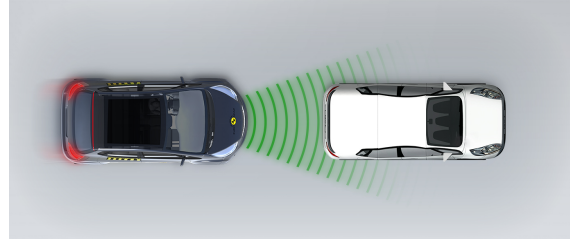
Total 10.4 Pts / 80%

■ Driver reacts to warning

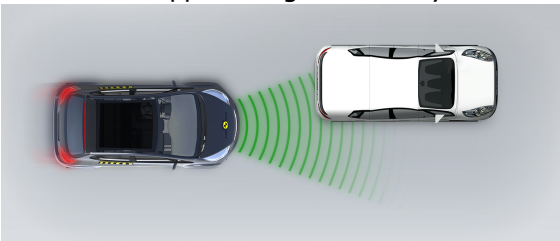
Approaching a stationary car



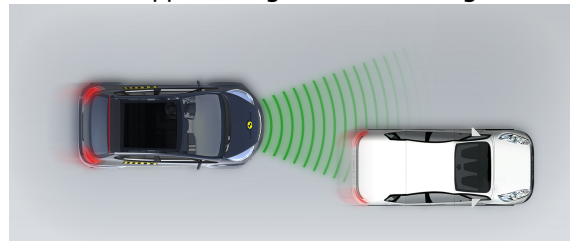
Approaching a stationary car



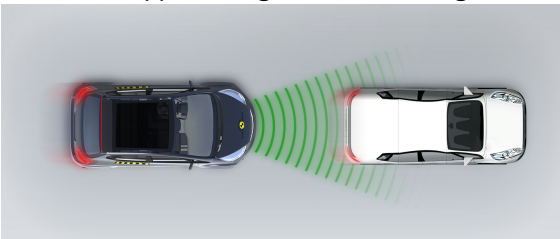
Approaching a stationary car



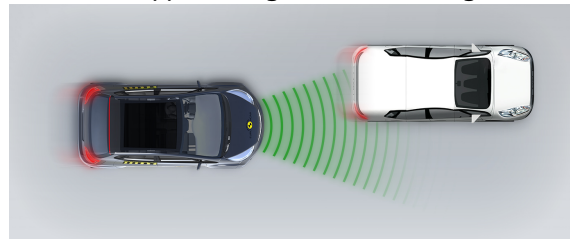
Approaching a slower moving car



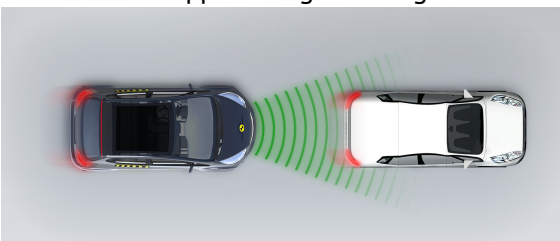
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Drivetrain | Rating Applies | |
|------------------|----------|------------|----------------|-----|
| | | | LHD | RHD |
| 5 door hatchback | 1.0 TSI* | 4 x 2 | ✓ | ✓ |
| 5 door hatchback | 1.6 TDI | 4 x 2 | ✓ | ✓ |

* Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome |
|----------|------------------|--------------|
| May 2019 | Rating Published | 2019 ★★★★★ ✓ |