



**VW Caddy**  
Small MPV

2015



Adult Occupant



84%

Child Occupant



78%

Pedestrian



58%

Safety Assist



68%

## SPECIFICATION

Tested Model	VW Caddy 2.0 TDI 'Trendline', LHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1546kg
VIN From Which Rating Applies	- all Caddys of the specification tested
Class	Small MPV

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

Version 190216

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	✗

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
ESC	●
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 option
- Not fitted to the test vehicle but available as option    ✗ Not Available    — Not Applicable

**ADULT OCCUPANT**

Total 32.1 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.2 Pts




Passenger                      Driver

**Frontal Full Width** 7.4 Pts




Rear Passenger                      Driver

**Whiplash Rear Impact** 2.6 Pts



Front seat                      Rear seat

**Lateral Impact** 14.9 Pts



Car                      Pole

**AEB City** 0

Performance:

 ADULT OCCUPANT

Total 32.1 Pts / 84%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. VW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of the driver was good, apart from the chest, protection of which was adequate. Adequate protection was provided to the neck and chest of the rear passenger dummy, and good protection to the head and femurs/pelvis. The Caddy scored maximum points in the side barrier test, with good protection of all body regions. In the more severe side pole impact, protection was good or adequate but, as there was a gap between the sliding door and the B pillar after the test, the car was penalised. 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 showed that occupants would also be well protected there. Autonomous emergency braking is available as an option on the Caddy. As it is not standard, its functionality at the low, city speeds at which many whiplash injuries occur was not assessed.

**CHILD OCCUPANT**

Total 38.3 Pts / 78%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

23.3 Pts

18 months old child 12 Pts

**Tested restraint (Fit):**  
GO Plus ISOFIX

■ Good

36 months old child 11.3 Pts

**Tested restraint (Fit):**  
G1 ISOFIX Duo Plus Top Tether

■ Adequate

**Safety Features**

3 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
Isfix	✗	●	✗	✗
i-Size	✗	●	✗	✗
Integrated CRS	✗	✗	✗	✗

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

**CRS Installation Check**

12 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

**CHILD OCCUPANT**

Total 38.3 Pts / 78%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOfix (ISOfix)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOfix)



Maxi Cosi Pearl & Familyfix (ISOfix)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOfix)



## CHILD OCCUPANT

Total 38.3 Pts / 78%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●	✘	✘
Römer King Plus (Belt)	●	●	●	●	✘	✘
Römer Duo Plus (ISOFIX)	✘	●	✘	●	✘	✘
Römer KidFix (Belt)	●	●	●	●	✘	✘
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●	✘	✘
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●	✘	✘
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●	✘	✘
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●	✘	✘
Römer KidFix (ISOFIX)	✘	●	✘	●	✘	✘

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


## Comments

The Caddy scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. That dummy was sat in a rearward facing restraint mounted using the iSize anchorages and a support leg to prop the restraint against the floor. Where the support leg rests on a stowage space in the floor, as in the Caddy, VW recommend the use of an insert to fill the space and ensure a sufficiently strong support for the restraint. The insert was used in Euro NCAP's tests. In the frontal offset test, forward movement of the 3 year dummy was not excessive and, apart from marginally elevated neck tension, forces on the dummy were well controlled. The front passenger airbag can be disabled to allow a rearward-facing 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. All of the restraint types for which the Caddy is designed could be properly installed in the car.

 PEDESTRIAN PROTECTION

Total 21.0 Pts / 58%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	21.0 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;">14.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0.9 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	14.1 Pts	Pelvis Impact	0.9 Pts	Leg Impact	6 Pts
Head Impact	14.1 Pts						
Pelvis Impact	0.9 Pts						
Leg Impact	6 Pts						

Comments

The bumper provided good protection to pedestrians' legs and scored maximum points. However, protection of the pelvis region was almost completely poor. The bonnet and windscreen showed predominantly adequate or marginal protection in Euro NCAP's tests.



SAFETY ASSIST

Total 8.8 Pts / 68%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

PERFORMANCE

Seat Belt Reminder

2 Pts

Applies To	Front seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	—
Audible	●	●	—

● Pass   
 ● Fail   
 — Not available

## SAFETY ASSIST

Total 8.8 Pts / 68%

## AEB Interurban

2.5 Pts

Type	Forward Collision Warning with Auto-Brake	
Operational From	30 Km/h	
Additional Information	Default On; Supplementary Warning	
PERFORMANCE		
Operational Speed	30-80 Km/h	30-80 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

## Comments

Electronic stability control is standard equipment, together with a seatbelt reminder for the front row seats. The second and optional third row seats are not protected by a seatbelt reminder. VW expect most cars to be equipped with the autonomous emergency braking system so it was included in the assessment. In Euro NCAP's tests the system performed well. A driver-set speed limiter is an option but is expected to be widely fitted so was included in the assessment. A lane assistance system is not available on the Caddy.