



VW Touran
Small MPV

2015



Adult Occupant



88%

Child Occupant



89%

Pedestrian



71%

Safety Assist



76%

SPECIFICATION

Tested Model	VW Touran 1.6 'Comfortline', LHD
Body Type	5 door MPV
Year Of Publication	2015
Kerb Weight	1483kg
VIN From Which Rating Applies	all 5 and 7 seat Tourans of the specification tested
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	✗	✗	✗

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)	●
ESC	●
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
Lane Assist System	○

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✗ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 33.8 Pts / 88%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

Frontal Offset Deformable Barrier 7.6 Pts

Passenger Driver

Frontal Full Width 7.8 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.4 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 0

Performance:



ADULT OCCUPANT

Total 33.8 Pts / 88%

Comments on Adult Occupant

The passenger compartment of the Touran 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 sat in different positions. In the full width frontal test, the Touran scored maximum points for its protection of the driver dummy, with good protection of all critical body areas. Protection of the rear passenger dummy was also good or adequate. In both the side impact barrier test and the more severe side pole test, the Touran scored maximum points with good protection of all critical body regions. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision, and a geometric assessment of the rear seats also indicated good whiplash protection. The Touran has an autonomous emergency braking system available as an option. As it is not standard equipment, it was not included in the assessment.

CHILD OCCUPANT

Total 43.7 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.7 Pts

18 months old child 11.7 Pts

Tested restraint (Fit):
G0 Plus ISOFIX

■ Adequate

36 months old child 12 Pts

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

■

Safety Features

8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isifix	✗	●	●	○	
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
 ● Safety critical problem
 ● Install with care
 ✗ 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 43.7 Pts / 89%

■ 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 43.7 Pts / 89%

	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 on Child Occupant

In the frontal offset test, the Touran scored maximum points for its protection of the 3 year dummy, despite the fact that the height adjuster broke on the restraint in which the 3 year dummy was seated. Dummy readings were in line with VW's expectations, showing good protection for all parts of the body and while there was slightly greater forward movement than anticipated, this was not excessive. Protection of the 1½ year dummy, sat in a rearward-facing restraint, was good apart from marginally elevated chest decelerations. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head impact with the car interior. The front passenger dummy 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. All of the restraint types for which the Touran is designed could be properly installed and accommodated in the vehicle, including those in the optional, iSize-compliant third row seats.

 PEDESTRIAN PROTECTION

Total 25.7 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	25.7 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;">18.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1 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	18.7 Pts	Pelvis Impact	1 Pts	Leg Impact	6 Pts
Head Impact	18.7 Pts						
Pelvis Impact	1 Pts						
Leg Impact	6 Pts						

Comments on Pedestrian

The bumper provided good protection to pedestrians' legs in all areas tested by Euro NCAP, and scored maximum points. However, the protection provided to the pelvic region was almost completely poor. The Touran has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance between the surface and the hard structures in the engine compartment. VW showed that the system triggered robustly across a wide range of speeds and for many pedestrian statures so the car was tested with the bonnet in the raised position. Test results were almost exclusively good on the bonnet surface, with some poor results recorded only on the stiff windscreen pillars.

 SAFETY ASSIST

Total 10.0 Pts / 76%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

System Name	Speed limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

PERFORMANCE

Seat Belt Reminder

3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 10.0 Pts / 76%

AEB Interurban

2.6 Pts

System Name	Front Assist
Type	Forward Collision Warning with Auto-Brake
Operational From	4 Km/h
Additional Information	Default On; Supplementary Warning

PERFORMANCE |

Operational Speed	4-250 Km/h	30-250 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	—	Crash avoided up to 40km/h. Crash speed reduced up to 80km/h.
	Crash avoided up to 70km/h.	Crash avoided 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	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments on Safety Assist

Electronic stability control is standard equipment. A seatbelt reminder is fitted for the front and rear seats, including the optional third row. An autonomous emergency braking system is available as an option and is expected to be sold in sufficient numbers to qualify for assessment by Euro NCAP. The system performed well in tests, with collisions being avoided at all speeds when approaching a slower-moving vehicle. A driver-set speed limiter is also an option. A lane departure warning system is an option that is not expected to be broadly fitted, so it did not qualify for assessment.