



2015









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	•	•	0
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	0
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	0

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
--------------------------------	--	------------------	-----------------

O Not fitted to test car but available as option





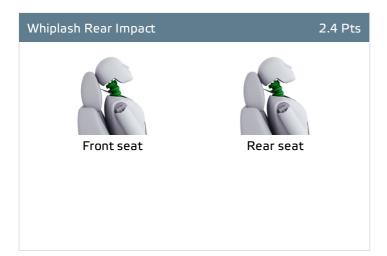
Total 33.8 Pts / 88%

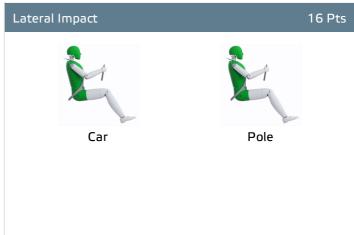
POOR

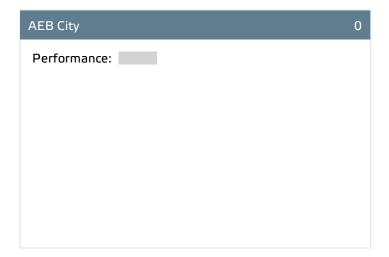




WEAK









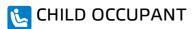


Total 33.8 Pts / 88%

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.





Total 43.7 Pts / 89%



Crash Test Performance 23.7 Pts





Safety Features 8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isofix	×	•	•	0	
i-Size	×	•	•	0	
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

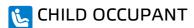
Infants up to 13 kg











Total 43.7 Pts / 89%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







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 iZ 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.





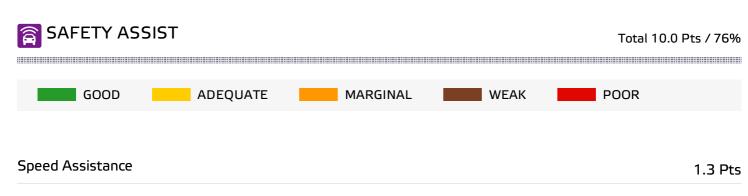
Total 25.7 Pts / 71%

GOOD ADEQUATE		EAK POOR
Pedestrian Protection		25.7 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.





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	
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass Fail — Not available

Lane Support 0 Pts





Total 10.0 Pts / 76%

AEB Interurban 2.6 Pts

System Name	Front Assist			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	4 Km/h			
Additional Information	Default On; S	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.		
FO	LLOWING 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.