



Volkswagen Multivan
Standard Safety Equipment

2025



Adult Occupant



77%

Child Occupant



87%

Vulnerable Road Users



78%

Safety Assist



75%

SPECIFICATION

Tested Model	VW Multivan 2.0 TDI, LHD
Body Type	- 5 door MPV
Year Of Publication	2025
Kerb Weight	2059kg
VIN From Which Rating Applies	- #####
Class	Business and Family Van

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			
Isofix/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 31.0 Pts / 77%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

11.5 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

13.0 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.8 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 31.0 Pts / 77%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Volkswagen Multivan remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the front passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Volkswagen Multivan would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body regions of the driver and rear passenger. In both the side barrier test and the more severe pole impact, dummy readings indicated good protection of all critical body areas. However, inspection of the pole test vehicle revealed that one of the clips which holds the side curtain airbag to the roof rail had become detached. The score for the head was penalised for this unintended behaviour, both in the pole test and the side barrier impact where the airbag also plays a critical role. 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 marginal. The Volkswagen Multivan does not have a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and 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

Frontal Impact16 Pts



Lateral Impact8 Pts



Restraint for 6 year old child: Volkswagen Original Kindersitz "Kidfix i-SIZE"
Restraint for 10 year old child: Volkswagen Original Kindersitz "Kidfix i-SIZE"

Safety Features7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd 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 Check12.0 / 12 Pts

 i-Size	Seat Position						
	Front		2nd row			3rd row	
			Left	center	Right	Left	Right
	—	—					

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

 CHILD OCCUPANT

Total 43.0 Pts / 87%

 Isofix	Seat Position						
	Front		2nd row			3rd row	
			Left	center	Right	Left	Right
	—	—	●	●	●	●	●
	—	—	●	●	●	●	●
	—	—	●	●	●	●	●
	—	—	●	●	●	●	●
	—	—	●	●	●	●	●
	—	—	●	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

Seatbelt Attached	Seat Position						
	Front		2nd row			3rd row	
			Left	center	Right	Left	Right
	✗	●	●	●	●	●	●
	●	✗	●	●	●	●	●
	●	✗	●	●	●	●	●
	●	✗	●	●	●	●	●
	●	✗	●	●	●	●	●
	✗	●	●	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 43.0 Pts / 87%

Comments

In both the frontal offset and the side barrier tests, protection of all critical body areas was good for both the 6 and 10 year dummies, and the Volkswagen Multivan scored maximum points in this part of the assessment. 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 Volkswagen Multivan is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. Indirect systems are no longer rewarded by Euro NCAP. All of the child restraints for which the Multivan is designed could be properly installed and accommodated. The rear centre seat can be moved to sit either in the second row or the third row. The car was tested with the seat in the third row but, for illustrative purposes, the diagram shows the seat in the second row. The score is unaffected by the position of the rear centre seat.



VULNERABLE ROAD USERS

Total 49.5 Pts / 78%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

26.5 / 36 Pts



Pedestrian & Cyclist Head 11.0 Pts

Pelvis 3.9 Pts

Femur 4.5 Pts

Knee & Tibia 7.1 Pts

VRU Impact Mitigation

23.1 / 27 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE 	

AEB Pedestrian

 6.1 / 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

 7.7 / 8 Pts

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



VULNERABLE ROAD USERS

Total 49.5 Pts / 78%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Cyclist Dooring Prevention

 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist

 6.0 / 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 largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was mostly good. Protection of the femur was good at all test locations, while that of the knee and tibia was mixed. The autonomous emergency braking system of the Volkswagen Multivan responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately but it does not detect those to the rear of the vehicle. The system performed well in tests of its reaction to cyclists, including 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

 SAFETY ASSIST

Total 13.6 Pts / 75%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance

1.7 / 3 Pts

System Name	S[peed Limit Assist
Speed Limit Information Function	Camera based, 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, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection			

Pass Fail Not available

> Driver Monitoring

0.3 / 2 Pts

System Name	Müdigkeitserkennung
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

 SAFETY ASSIST

Total 13.6 Pts / 75%

Lane Support 3.0 / 3 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	70 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 7.6 / 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 13.6 Pts / 75%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. 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 but not distraction. 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	Drivetrain	Rating Applies	
			LHD	RHD
5 door MPV	1.4 petrol TSI PHEV 160 kW *	4 x 2	✓	✓
5 door MPV	1.5 petrol TSI 100 kW	4 x 2	✓	✓
5 door MPV	2.0 petrol TSI 150 kW	4 x 2	✓	✓
5 door MPV	2.0 diesel TDI 100 kW	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2025	Rating Published	2025 ★★☆☆☆	✓