



Volkswagen Taos + 6 Airbags



| | |
|-----------------------|------|
| ADULT OCCUPANT | 90 % |
| CHILD OCCUPANT | 90 % |
| PEDESTRIAN PROTECTION | 61 % |
| SAFETY ASSIST | 85 % |

SPECIFICATIONS

| | |
|-------------------------------|--------------------|
| Tested model | Volkswagen Taos |
| Body type | 5 door SUV |
| Year of publication | 2021 |
| Crash test weight (KG) | 1683 |
| VIN from which Rating applies | |
| Made in | Argentina / Mexico |
| Test valid for | Latin NCAP market |

SAFETY EQUIPMENT

| | DRIVER | PASSENGER | REAR |
|--------------------------------------|----------------------|---------------|--------------------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | YES STANDARD | YES STANDARD | NOT APPLICABLE |
| Belt pretensioner | YES STANDARD | YES STANDARD | NOT AVAILABLE |
| Belt Loadlimiter | YES STANDARD | YES STANDARD | NOT AVAILABLE |
| knee airbag | NOT AVAILABLE | NOT AVAILABLE | NOT APPLICABLE |
| SIDE CRASH PROTECTION | | | |
| Side head curtain airbag | YES STANDARD | YES STANDARD | YES STANDARD |
| Side head (thorax head) airbag | NOT AVAILABLE | NOT AVAILABLE | NOT AVAILABLE |
| Side Chest airbag | YES STANDARD | YES STANDARD | NOT AVAILABLE |
| Side pelvis airbag | YES STANDARD | YES STANDARD | NOT AVAILABLE |
| CHILD PROTECTION | | | |
| ISOFIX | NOT APPLICABLE | NOT AVAILABLE | YES OUTBOARD SEATS |
| Integrated CRS | NOT APPLICABLE | NOT AVAILABLE | NO |
| Airbag cut-off switch | NOT APPLICABLE | YES MANUAL | NOT APPLICABLE |
| SAFETY ASSIST | | | |
| Seat Belt Reminder (SBR) | YES STANDARD | YES STANDARD | YES STANDARD |
| OTHER SAFETY SYSTEMS | | | |
| ESC standard | YES STANDARD | | |
| GTR 9 - UN 127 Pedestrian protection | MEETS UN127 STANDARD | | |
| AEB Pedestrian | NO-JUST OPTIONAL | | |
| AEB City | NO-JUST OPTIONAL | | |
| AEB inter-Urban | NO-JUST OPTIONAL | | |
| Speed Assist System | YES STANDARD | | |
| Lane Assist system | NOT AVAILABLE | | |



FRONTAL OFFSET DEFORMABLE BARRIER 12.8 p

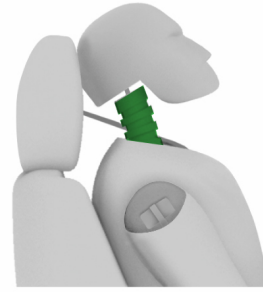


FRONTAL DRIVER



FRONTAL PASSENGER

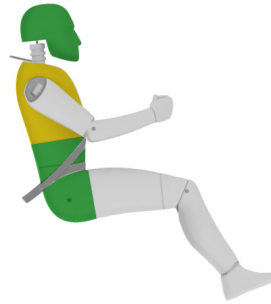
WHIPLASH REAR IMPACT 2.68 p



SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 8 p



SIDE POLE IMPACT TEST (Pole) 7.6



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

| | |
|----------------------------|---|
| UN R32 (max 1 point) | 1 |
| AEB City (max 3 points) | 3 |
| Rescue Sheet (max 1 point) | 1 |

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION NO

Adult Occupant

39.09 points 90.23 %

COMMENTS

Adult occupant: Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest showed marginal protection and passenger's chest showed adequate protection. Driver's and passenger's knees showed good protection. Driver's tibias showed adequate protection and passenger's tibias showed good protection. Footwell area was rated as stable. The bodyshell was rated as stable and it is capable of withstanding further loadings. Side impact: Head, abdomen, chest and pelvis protection was good. Side Pole Impact: Head, abdomen and pelvis protection was good, while chest protection was adequate. Whiplash: showed good protection to the neck. UN R32: the car meets the rear impact structure requirements. AEB City: the offers AEB city according to fitment requirements and scored full points in the tests. Rescue sheet content is ok and meeting Latin NCAP requirements. All of the above explains the 90.23% of points matching a level of 5 stars.



CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

44.00 points 89.80 %

CHILD RESTRAINT SYSTEM

Dynamic score:
24.00 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
8.00 (max 13)

| | CHILD RESTRAINT | DYNAMIC SCORE | CRS TYPE | ADJUST | POSITION |
|--------------------|-------------------------|---|----------|------------|----------|
| 18 month old child | Britax Roemer Baby Safe | Frontal 8.00 (8 max) Side 4.00 (4 max) | 0+ | ISOFIX/LEG | RWF |
| 3 year old child | Joyson (Takata) MIDI | Frontal 8.00 (8 max) Side 4.00 (4 max) | 0+/I | ISOFIX/LEG | RWF |

| | Front Passenger | 2nd row outboard | 2nd row centre |
|----------------|-----------------|------------------|----------------|
| ISOFIX | NOT AVAILABLE | YES STANDARD | NOT AVAILABLE |
| I-Size | NOT AVAILABLE | NOT AVAILABLE | NOT AVAILABLE |
| Integrated CRS | NOT AVAILABLE | NOT AVAILABLE | NOT AVAILABLE |

CRS INSTALLATION ASSESSMENT

| REFERENCE LIST | 2ND ROW | | | |
|--|---------|------|--------|-------|
| | RIGHT | LEFT | CENTER | RIGHT |
| Group 0+ Peg Perego Viaggio Switchable | ● | ● | ● | ● |
| Group 0+ Roemer Baby Safe | ○ | ● | ○ | ● |
| Group 0+ Bébé Confort Streety Fix / Maxi Cosi Citi SPS | ● | ● | ● | ● |
| Group I Peg Perego Viaggio Switchable FWF | ● | ● | ● | ● |
| Group I Graco Cadeira Nautilus FWF | ● | ● | ● | ● |
| Group II/III Burigotto Multipla 1,2,3 | ● | ● | ● | ● |
| Group II/III Graco Cadeira Nautilus | ● | ● | ● | ● |
| MANUFACTURER | RIGHT | LEFT | CENTER | RIGHT |
| Q1.5 Britax Roemer Baby Safe | ○ | ● | ○ | ● |
| Q3 Joyson (Takata) MIDI | ○ | ● | ○ | ● |

● Pass

✗ Fail

○ Exempt

*Fail only due to failed marking



child Occupant

44.00 points 89.80%



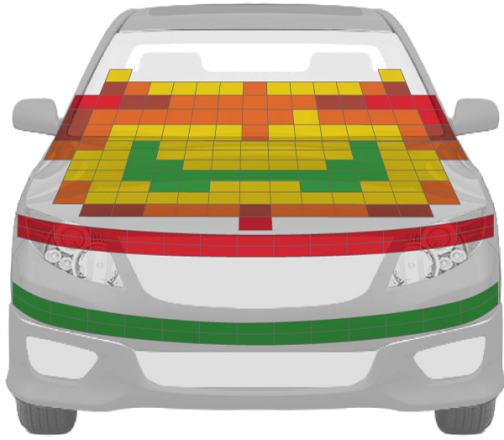
COMMENTS

Child occupant: The CRSs used for the Q3 dummy were JSS Midi, offered by VW under part number 3118897BVL-AA and for the Q1.5 the Britax Roemer Baby safe + ISOFIX base offered under part number 3118899P15-AA/5G0.019.907.A". The child seats for both child dummies were installed rearward facing using ISOFIX anchorages and support leg. Both were capable of preventing head exposure during forward movement offering full protection to both child occupants. Side impact protection was good, achieving full score in side impact protection. All tested CRSs in installation pass. Marking was according to Latin NCAP requirements however only for ISOFIX and not an I-Size marking. Airbag warning when a rearward CRS is installed in the passenger seat was permanently attached to the surface and according to Latin NCAP requirements. Passenger airbag could be disconnected in the case that a rearward facing CRS is installed in the front passenger seat. All of the above explains the 89.8% of points matching a level of 5 stars.



PEDESTRIAN PROTECTION (pasive) 22.49 points

The car meet regulation UN127 for pedestrian protection 15.00%



| | Points | max score |
|---------------------------|--------|-----------|
| Head impact | 13.56 | 24 |
| Upper Leg impact (Pelvis) | 0.00 | 6 |
| Lowe Leg impact (Leg) | 6.00 | 6 |

AEB PEDESTRIAN 6.60 points

Balance factor for Pedestrian protection (until 2021) 15%

| | |
|----------------------------|---------------------|
| Name of System | Front Assist |
| speed range Minimum (km/h) | 4 km/h |
| speed range Maximum (km/h) | 60 km/h |
| Type of dummy used | Adulto |
| Dummy speed | 8km/h |
| Obstruction scenario used | NON OBSTRUCTED VIEW |

PERFORMANCE

| Test Speed (km/h) | Test Speed (km/h) | CONTACT AVOIDED |
|-------------------|-------------------|-----------------|
| 20km/h to 30km/h | 30 km/h | SI |
| 30km/h to 40km/h | 40 km/h | SI |
| More than 40km/h | 55 km/h | SI |

PEDESTRIAN PROTECTION

29.09 points 60.61 %

COMMENTS

PEDESTRIAN PROTECTON: The car meets UN127 Pedestrian protection regulations. The car showed average pedestrian protection, marginal head protection, poor upper leg protection and good lower leg protection. The car strategy aims to prevent hitting pedestrians and VRU with the interaction of the AEB VRU in those versions available which is in at least 50% of the sales volume. AEB VRU: available according to fitment rates, the validated performance offers full effectiveness in the validation tests. All of the above explains the 60.61% of points just matching a level of 5 stars.



SPEED ASSISTANCE **3.00 points**

(this feature scores only if it is standard in all versions)

SEAT BELT REMINDER **10.00 points**

(this feature scores only if it is standard in all versions)

| Warning | Driver | Passenger | Rear Passenger |
|---------|--------|-----------|----------------|
| Visual | ✓ | ✓ | ✓ |
| Audible | ✓ | ✓ | ✗ |

LANE SUPPORT SYSTEMS **0.00 points**

LDW is not available
LKA is not available

| System Name | - | PERFORMANCE | |
|-------------------------|---|-------------|---|
| Functionality | - | LKA Test | - |
| Operational from (km/h) | - | LDW Test | - |
| Warning | - | | |

ROAD EDGE DETECTION (this feature scores only if it meets the fitment rates required) **0.00 points**

RED did not confirm operation by Validation

BLIND SPOT DETECTION (this feature scores only if it meets the fitment rates required) **0.00 points**

BSD could not be confirmed by Validation

ESC **15.00 points**

ESC is STANDARD IN ALL VERSIONS
ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST

| | |
|--|----|
| Max Speed Achieved in test without failures (km/h) | 90 |
|--|----|

MOOSE TEST: CONSUMER TESTING

| | |
|--|----|
| Max Speed Achieved in test without failures (km/h) | 70 |
|--|----|

AEB Interurban **8.57 points**

| | |
|-------------------------|--------------|
| System Name | Front Assist |
| Functionality | FCW and AEB |
| Operational from (km/h) | 4 |

PERFORMANCE

| | AEB | | Driver Reacts to warning | |
|------------------------------------|-------------------------------|----------|-----------------------------|----------|
| Operational Speed (km/h) Min Max | 4 km/h | 194 km/h | 30 km/h | 194 km/h |
| Approaching a slower moving car | Crash avoided up to 65 km/h - | | Crash avoided up to 80 km/h | |

FOLLOWING A CAR AT SHORT DISTANCE

| | AEB | Driver Reacts to warning |
|-----------------------------|-----------|--------------------------|
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Avoidance | Avoidance |

FOLLOWING A CAR AT LONG DISTANCE

| | AEB | Driver Reacts to warning |
|-----------------------------|-----------|--------------------------|
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Avoidance | Avoidance |



COMMENTS

ESC: The car offers ESC as standard. Moose test max speed was 90 km/h for the ADAC Moose scenario and 70km/h for the Consumer testing scenario. SBR: the car offers front and rear passengers SBR achieving full score. SA: The car offers standard speed limitation and it meets Latin NCAP requirements. BSD: The car does offer BSD but it was not assessed. LSS and RED: this technology was not assessed. AEB Interurban: the car offers AEB Interurban according to fitment requirements and scored almost full points in the tests. All of the above explains the 85.04% of points matching a level of 5 stars.

