

VOLKSWAGEN MULTIVAN

NZ: MAY 2022 - ONWARDS
AU: APRIL 2025 - ONWARDS
ALL VARIANTS



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	People Mover
ENGINE TYPE	PHEV + Diesel
BUILT FROM	NZ: January 2022 AU: September 2024
ON SALE FROM	NZ: May 2022 AU: April 2025
SERIES	T7
AIRBAGS	Dual frontal, side chest, side head (1st, 2nd & 3rd row), centre

The Volkswagen Multivan was introduced in New Zealand in May 2022 and Australia in April 2025. This ANCAP safety rating applies to all variants.

Dual frontal and side chest-protecting airbags are standard. Side head-protecting (curtain) airbags for the first, second and third seating rows are also standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is fitted as standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard on all variants.



90%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



69%

VULNERABLE ROAD USER
PROTECTION



79%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volkswagen Multivan Family	People Mover	1.4 litre TSI PHEV	2WD	-	✓
Volkswagen Multivan Life	People Mover	1.4 litre TSI PHEV	2WD	-	✓
Volkswagen Multivan Energetic	People Mover	1.4 litre TSI PHEV	2WD	-	✓
Volkswagen Multivan	People Mover	2.0T diesel	2WD	✓	✓
Volkswagen Multivan Style	People Mover	2.0T diesel	2WD	✓	✓
Volkswagen Multivan Life	People Mover	2.0T diesel	2WD	✓	✓



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



90%

34.23 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. ADEQUATE protection was seen for the lower leg of the driver. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Volkswagen Multivan presented a high risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.00 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, while GOOD protection was offered for all other critical body regions.

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was GOOD. However, in the pole test the side curtain airbag detached from clips holding it to the roof rail and a penalty was applied to the scores in both the side impact and oblique pole tests. As a result, protection of the head was downgraded to ADEQUATE for both tests.

The Volkswagen Multivan is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario, and MARGINAL in the vehicle-to-pole scenario.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.82 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-4.00 pts
-------------	-----------

FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.89 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.13 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

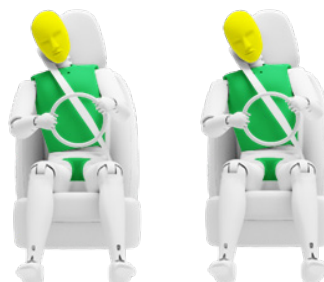
Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB) [#]	5.91	(out of 8)
FULL WIDTH FRONTAL [#]	7.75	(out of 8)
SIDE IMPACT [#]	5.63	(out of 6)
OBLIQUE POLE [#]	5.63	(out of 6)
WHIPLASH PROTECTION	3.81	(out of 4)
FAR SIDE IMPACT	3.50	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

[#] Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	3.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts (incorrect airbag deployment)

OBLIQUE POLE (32km/h)

Head:	3.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts (incorrect airbag deployment)

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
---------------	------------



WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.81 pts
Rear passenger:	1.00 pts



88%

43.36 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Volkswagen Multivan is fitted with lower ISOFix anchorages and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though both of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages in the third row outboard seating positions.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.36 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	● [#]	●	●
Integrated child restraints	×	×	× [#]	×	×
Top tether anchorage	×	●	● [#]	●	●
Airbag disabling	× / ● [*]	–	–	–	–

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

× NOT AVAILABLE

– NOT APPLICABLE

* Not available on Australian vehicles, but standard on New Zealand vehicles.

[#] Applicable to vehicles with a centre seating position fitted.

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	-	●	●	●
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	●	●	●
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	-	●	●	●
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	●	●
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	-	●	●	●
	TYPE E	Booster - 4 to 8 years	×	●	-	●	●	●
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	-	●	●	●
	TYPE A	Rearward facing capsule	×	●	-	●	●	●
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	●	●	●
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	-	●	●	●
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	●	●
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	-	●	●	●

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



69%

37.32 POINTS
OUT OF 54

The bonnet of the Volkswagen Multivan provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen, on the stiff windscreen pillars and on the front edge of the bonnet surface. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, and the bumper showed a GOOD level of protection in all areas tested.

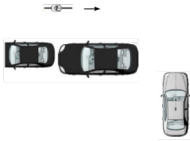
The autonomous emergency braking (AEB) system offered ADEQUATE performance in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	14.43 (out of 24)
UPPER LEG IMPACTS	5.15 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	5.70 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	6.04 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Front Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-85 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	ADEQUATE													

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE					
ADEQUATE					

PEDESTRIAN IMPACT TEST (40 KM/H)





79%

12.65 POINTS
OUT OF 16

The Volkswagen Multivan is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios. This includes some of the AEB Junction Assist scenarios where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios.

A manually-set speed assistance system is standard equipment. A speed limit information function is not available.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 2.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 1.25 (out of 3)

LANE SUPPORT SYSTEMS 3.50 (out of 4)

AEB - Car-to-Car 3.57 (out of 4)

AEB - Junction Assist 1.33 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 60-250 km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
	GOOD	GOOD	GOOD	GOOD
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



79%

12.65 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Front Assist
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-250 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						ADEQUATE		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	NOT AVAILABLE
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	●	●
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	✗	✗
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	●	●
Airbag - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	○/●*
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✗	✗
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	○/●*
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	○/●*
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL

Volkswagen Multivan
LHD

TESTED VEHICLE(S) BUILT

2022

TESTED BODY TYPE

People Mover

TESTED VEHICLE ENGINE

1.4 litre PHEV

RATING PUBLISHED

May 2022

RATING UPDATED

June 2025

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Standard on New Zealand vehicles built from January 2025.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS