

VOLKSWAGEN CADDY CARGO

OCTOBER 2022 - ONWARDS
ALL CARGO VARIANTS INC. CREWVAN



ANCAP
SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Van
ENGINE TYPE	Petrol / Diesel
BUILT FROM	July 2022
ON SALE FROM	October 2022
SERIES	4th Generation
AIRBAGS	Dual frontal, side chest, side head, centre



The Volkswagen Caddy Cargo was first introduced in New Zealand in June 2021 and Australia in July 2021. This ANCAP safety rating applies to all MY23 Caddy Cargo (van) variants, including Crewvan, built from July 2022. Volkswagen Caddy Cargo variants built prior to July 2022 are unrated.

This ANCAP safety rating for the Volkswagen Caddy Cargo is based on testing of the Volkswagen Caddy people mover. ANCAP was provided with technical information to show that the test results of the Caddy people mover are also applicable to Caddy Cargo van variants built from July 2022.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is 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.

NOTE: Two seat Caddy Cargo variants are not fitted with child restraint anchorages and are not suitable for transporting young children.



84%

ADULT OCCUPANT
PROTECTION



87%^

CHILD OCCUPANT
PROTECTION



69%

VULNERABLE ROAD USER
PROTECTION



76%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volkswagen Caddy Cargo TDI	Van	2.0TDI 75kW	2WD	✓	✓
Volkswagen Caddy Cargo TDI	Van	2.0TDI 90kW	2WD	✓	✓
Volkswagen Caddy Cargo Maxi TDI	Van	2.0TDI 90kW	2WD	✓	✓
Volkswagen Caddy Cargo TSI	Van	1.5TSI 84kW	2WD	✓	✓
Volkswagen Caddy Cargo Maxi TSI	Van	1.5TSI 84kW	2WD	✓	✓
Volkswagen Caddy Cargo Maxi TDI	Van	2.0TDI 75kW	2WD	✓	-
Volkswagen Caddy Crewvan Maxi TDI	Van	2.0TDI 90kW	2WD	✓	-
Volkswagen Caddy Crewvan Maxi TSI	Van	1.5TSI 84kW	2WD	✓	-

^ Applicable to Crewvan variants only.

ADULT OCCUPANT PROTECTION



84%

32.28 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver chest was ADEQUATE and lower legs was MARGINAL. GOOD protection was offered to all other critical body regions. Protection of the front passenger chest was ADEQUATE.

The front structure presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.34 point penalty was applied.

In the full width frontal test, protection of the driver's chest was ADEQUATE. Protection of the rear passenger neck^{*} was ADEQUATE, while protection of the chest was rated MARGINAL. Protection offered to other body regions was GOOD.

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the more severe oblique pole test, the driver chest protection was MARGINAL.

The Volkswagen Caddy Cargo 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 MARGINAL for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

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)[#]	5.12	(out of 8)
FULL WIDTH FRONTAL[#]	7.40	(out of 8)
SIDE IMPACT[#]	6.00	(out of 6)
OBLIQUE POLE[#]	5.14	(out of 6)
WHIPLASH PROTECTION	3.62	(out of 4)
FAR SIDE IMPACT	3.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

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

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	2.92 pts
Upper legs:	4.00 pts
Lower legs:	2.67 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.55 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-3.34 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.16 pts
Upper legs:	4.00 pts
Deductions:	Nil

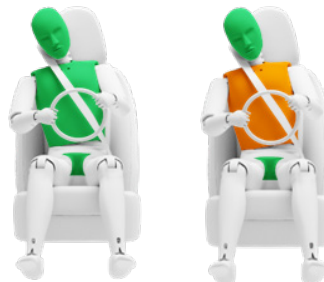
REAR PASSENGER^{*}

Head:	4.00 pts
Neck:	3.80 pts
Chest:	2.64 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

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	1.70 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 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
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.81 pts
Rear passenger [*] :	0.81 pts

^{*} Applicable to Crewvan variants only.



87%

42.94 POINTS
OUT OF 49

NOTE: This section is applicable to Crewvan variants of the Volkswagen Caddy only.

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as ADEQUATE.

In the side impact test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Volkswagen Caddy Crewvan is fitted with lower ISOFix anchorages for second row outboard seats, and top tether anchorages for all second row 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, however one of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages in the second row.

DYNAMIC TEST (FRONT)	15.35	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.60	(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

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	Rearward facing capsule	×	●	●	●	-	-	-
	TYPE A Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
	Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
	Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E Booster - 4 to 8 years	×	●	●	●	-	-	-
ISOFIX	TYPE F Booster - 4 to 10 years	×	●	●	●	-	-	-
	Rearward facing capsule	×	●	-	●	-	-	-
	TYPE A Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
	Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
	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%

37.61 POINTS
OUT OF 54





























The bonnet of the Volkswagen Caddy provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was mixed, with areas of GOOD and POOR performance while the bumper showed GOOD results for leg impacts.


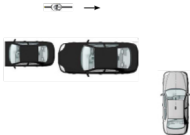



The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in many daylight scenarios and GOOD performance in night-time 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. Overall, the system's effectiveness for vulnerable road user protection was rated as ADEQUATE.

HEAD IMPACTS	15.74	(out of 24)
UPPER LEG IMPACTS	4.66	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	5.40	(out of 7)
AEB - Pedestrian (backover)	[NOT TESTED] (out of 2)	
AEB - Cyclist	5.80	(out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Front Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	4-85 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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
ADEQUATE					

PEDESTRIAN IMPACT TEST (40 KM/H)





The Volkswagen Caddy Cargo is fitted with an autonomous emergency braking system capable of functioning at highway speeds and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. Blind spot monitoring (BSM) and lane departure warning (LDW) are optional.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most test scenarios. ADEQUATE performance was recorded for AEB Junction Assist - 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 the LSS functionality showed GOOD performance in lane keep assist (LKA) tests, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios with overall performance classified as GOOD.

A driver-set speed limiter is standard equipment. A speed limit information function (SLIF) 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 3.00 (out of 4)

AEB - Car-to-Car 3.66 (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)	[NOT STANDARD]
	Blind Spot Monitoring (BSM)	[NOT STANDARD]



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
							10 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	Manually set

● 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)	●	●
Electronic 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)	✗	✗

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

TESTED MAKE / MODEL	Volkswagen Caddy MPV LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	People Mover
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	December 2022
RATING UPDATED	July 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.

[^] Applicable to Crewvan variants only.

^{*} Standard on New Zealand vehicles built from June 2024 and Australian vehicles built from December 2024.

~ Optional on New Zealand vehicles built from June 2024 and Australian vehicles built from December 2024.