

# VOLKSWAGEN TIGUAN



**APPLIES TO**  
All variants

**VEHICLE TYPE**  
Medium SUV

**ENGINE / MOTOR TYPES**  
Petrol

**BUILT FROM**  
NZ: March 2024  
AU: November 2024

**ON SALE FROM**  
NZ: July 2024  
AU: May 2025

**MODEL SERIES**  
Type CT

**RATING CRITERIA**  
2023-2025

**RATING EXPIRES**  
December 2031

**AIRBAGS**  
Dual frontal, side chest,  
side head, centre



**ANCAP**  
SAFETY

TESTED  
2024



The Volkswagen Tiguan was introduced in New Zealand in July 2024 and Australia in May 2025. This ANCAP safety rating applies to all variants.

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

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard equipment.

#### SAFETY NOTE

Installation of child restraints in the centre seat of the second row of New Zealand vehicles is not recommended as there is no top tether anchorage for this position.

#### ASSESSMENT SCORES



Adult Occupant Protection

**83%**

33.53 out of 40



Child Occupant Protection

**88%**

43.25 out of 49



Vulnerable Road User Protection

**84%**

53.46 out of 63



Safety Assist

**84%**

15.28 out of 18

#### RATING APPLICABILITY\*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Volkswagen Tiguan Elegance	5 door SUV	1.4L petrol	FWD	✓	-
Volkswagen Tiguan Elegance	5 door SUV	2.0L petrol	AWD	✓	-
Volkswagen Tiguan Life	5 door SUV	1.4L petrol	FWD	✓	✓
Volkswagen Tiguan R-Line	5 door SUV	1.4L petrol	FWD	-	✓
Volkswagen Tiguan R-Line AWD	5 door SUV	2.0L petrol	AWD	✓	✓

\* Correct at time of publication. Subject to change. Check with manufacturer.



## Adult Occupant Protection

83%

33.53 out of 40

**FRONTAL OFFSET (MPDB)\***  
4.44 points out of 8

**OBLIQUE POLE\***  
5.51 points out of 6

**RESCUE & EXTRICATION**  
4.00 points out of 4

**FULL WIDTH FRONTAL\***  
6.33 points out of 8

**WHIPLASH PROTECTION**  
3.63 points out of 4

**SIDE IMPACT\***  
5.63 points out of 6

**FAR SIDE IMPACT**  
4.00 points out of 4

\* Scaled scores. Total test scored out of 16.00 points.

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

The front structure of the Volkswagen Tiguan presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 6.56 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was ADEQUATE for the chest. POOR protection was seen for the pelvis area, which slipped beneath the lap section of the seatbelt and was not restrained properly during the crash. Protection was MARGINAL for the chest of the rear passenger. Protection was GOOD for other critical body regions of the driver and front passenger.

In the **side impact** test, dummy readings indicated that protection offered to all critical body regions of the driver was GOOD, however there was a tear observed in the head-protecting airbag that occurred during the test, resulting in a penalty applied to the drivers' head score in both the side impact and oblique pole tests.

In the **oblique pole** test, chest protection was ADEQUATE, with dummy readings recording GOOD protection for all other critical body areas.

The Volkswagen Tiguan is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts 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 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. It was demonstrated that, if the car entered water, the doors and windows of the Volkswagen Tiguan would remain functional for the minimum required time period.

## FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.44 pts	4.00 pts
Deductions	Nil	Nil



## COMPATIBILITY

Deductions	-6.56 pts
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## FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	2.80 pts	2.53 pts
Upper Legs	0.00 pts	4.00 pts
Deductions	-4.00pts (submarining)	Nil

## SIDE IMPACT TEST - 60km/h



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

## OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	3.00 pts
Chest	3.68 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	-1.00pts (incorrect airbag deployment)



### Adult Occupant Protection

# 83%

33.53 out of 40

### FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

### WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	0.63 pts

### RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



## Child Occupant Protection

88%

43.25 out of 49

## DYNAMIC TEST (FRONT)

16.00 points out of 16

## RESTRAINT INSTALLATION

12.00 points out of 12

## DYNAMIC TEST (SIDE)

8.00 points out of 8

## ON-BOARD SAFETY FEATURES

7.25 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

The Volkswagen Tiguan is fitted with lower ISOFix anchorages and top tether anchorages for the front passenger and rear outboard seating positions.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted as standard.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in all rear seating positions and full points were scored for this assessment.

**NOTE: Installation of child restraints in the centre seat of the second row of New Zealand vehicles is not recommended as there is no top tether anchorage for this position.**

## FRONTAL OFFSET (MPDB) TEST - 50km/h

## SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD



10 YEAR OLD

6 YEAR OLD

## ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗ / ●*	●	● / ✗#	-	-
Top Tether Anchorage	✗ / ●*	●	● / ✗#	-	-
Airbag Disabling	✗ / ●*	-	-	-	-
Child Presence Detection 0.25 pts (out of 4.00pts)	✗	●	●	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

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

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

CHILD RESTRAINT TYPE**		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Booster - 4 to 8 years	✗	●	●	●	-	-	-
ISOFIX	Booster - 4 to 10 years	✗	●	●	●	-	-	-
	Rearward-facing capsule	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

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.childrestraints.com.au.



## Vulnerable Road User Protection

84%

53.46 out of 63

**HEAD PROTECTION (Adult, Child, Cyclist)**  
12.44 points out of 18

**KNEE & TIBIA PROTECTION**  
9.00 points out of 9

**AEB CYCLIST**  
8.27 points out of 9

**PELVIS PROTECTION**  
4.25 points out of 4.5

**AEB PEDESTRIAN (Forward)**  
6.50 points out of 7

**AEB MOTORCYCLE**  
6.00 points out of 6

**FEMUR PROTECTION**  
4.50 points out of 4.5

**AEB PEDESTRIAN (Backover)**  
0.00 points out of 2

**LSS MOTORCYCLE**  
2.50 points out of 3

In **physical impact** tests, the bonnet of the Volkswagen Tiguan provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL to POOR results recorded on the stiff windscreen pillars and front edge of the bonnet surface.

Protection of the pelvis was GOOD or ADEQUATE, while protection of the femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** forward test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. The AEB system fitted to Australian and New Zealand vehicles reacts to vulnerable road users in reverse (**AEB Backover**), however this system was not standard on the tested vehicle and tests of this function were therefore not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle provides information to alert occupants when a bicycle is approaching from behind (**cyclist anti-dooring**). A warning is also issued by the vehicle, however the warning was issued too late to qualify for scoring.

GOOD performance was also seen in the **AEB and lane support system Motorcyclist** tests, including in turning scenarios and some of the overtaking scenarios.

## PEDESTRIAN &amp; CYCLIST IMPACT TESTS



## AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian &amp; Motorcycle)

<b>System Name</b>	Front Assist
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	4-250 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
<b>AEB CYCLIST TEST SCENARIOS (forward)</b>							
<b>PERFORMANCE</b>	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

## CYCLIST DOORING

<b>Information (driver door)</b>	●
<b>Warning (driver door)</b>	✗
<b>Retention (driver door)</b>	✗
<b>Warning or retention (all other doors)</b>	●

● PASS ✗ FAIL - N/A

■ GOOD 
 ■ ADEQUATE 
 ■ MARGINAL 
 ■ WEAK 
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED 
 ■ NOT TESTED



### Vulnerable Road User Protection

# 84%

53.46 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	NOT TESTED			

AEB PEDESTRIAN TEST SCENARIOS (forward)	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE														
GOOD														

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
				40m HEADWAY			30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE							GOOD		
TEST VEHICLE SPEED							10km/h		
							15km/h		
							20km/h		
PERFORMANCE							GOOD		

### LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Assist
Operational From	65-215 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
GOOD					

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

**84%**

15.28 out of 18

SEAT BELT REMINDERS  
1.00 points out of 1DRIVER MONITORING  
0.25 points out of 2SPEED ASSISTANCE SYSTEMS  
2.73 points out of 3AEB / AES (Car-to-Car)  
4.00 points out of 4AEB / AES (Junction & Crossing)  
3.80 points out of 4AEB / AES (Head-On)  
0.50 points out of 1LANE SUPPORT SYSTEMS  
3.00 points out of 3

The Volkswagen Tiguan 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 lane departure warning (LDW) as standard.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in **AEB Junction** and most of the **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when crossing the path of an oncoming vehicle.

Tests of the **AEB Head-On** system functionality showed MARGINAL performance.

Tests of lane support system functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.


A speed assistance system (SAS) with speed limit information function (SLIF) and an intelligent speed limiter (ISL) and an intelligent adaptive cruise control (iACC)\* is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver monitoring system (DMS) detecting driver drowsiness (indirect) is fitted as standard.

\* Intelligent adaptive cruise control is not available on New Zealand vehicles built between March 2024 and May 2024, but is standard from June 2024 production.

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Front Assist
Type	Autonomous emergency braking with forward collision warning with emergency steering assist
Operational From	4-250 km/h

		Driving towards a stationary car	Driving towards a slower moving car	Driving towards a lightly braking car	Driving towards a heavily braking car
		OFFSETS +/- 50%, 75%, 100%	OFFSETS +/- 50%, 75%, 100%	HEADWAY 12m & 40m	HEADWAY 12m & 40m
					
TEST VEHICLE SPEED	10km/h		-	-	-
	15km/h		-	-	-
	20km/h		-	-	-
	25km/h		-	-	-
	30km/h			-	-
	35km/h			-	-
	40km/h			-	-
	45km/h			-	-
	50km/h				
	55km/h			-	-
	60km/h			-	-
	65km/h			-	-
FCW	70km/h			-	-
	75km/h			-	-
	80km/h			-	-
PERFORMANCE		GOOD	GOOD	GOOD	GOOD

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO  
NO PERFORMANCE PREDICTED

NOT TESTED

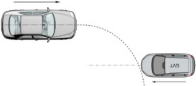
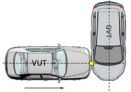




Safety Assist

**84%**

15.28 out of 18

### AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
				50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				MARGINAL	

### LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Assist
Operational From	65-215 km/h

		Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					
PERFORMANCE					
		GOOD			

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

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

84%

15.28 out of 18

## OCCUPANT STATUS

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

## DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	×	×
Fatigue	●	×
Unresponsive Driver	-	×

## SPEED ASSISTANCE SYSTEMS (SAS)

## FEATURE

Speed Limit Information Function (SLIF)	●
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	● *
Intelligent Speed Limitation (ISL)	●

\* Intelligent adaptive cruise control is not available on New Zealand vehicles built between March 2024 and May 2024, but is standard from June 2024 production.

## HUMAN MACHINE INTERFACE (HMI)

## FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

## SAFETY FEATURES &amp; TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	● / ✗*
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD   ● AVAILABLE ON HIGHER VARIANTS   ● OPTIONAL   ✗ NOT AVAILABLE   - NOT APPLICABLE

\* Correct at time of publication. Subject to change. Check with manufacturer.

\* Not available on New Zealand vehicles built between March 2024 and May 2024, but standard from June 2024 production.

TESTED MAKE / MODEL  
Volkswagen Tiguan Life LHD

TESTED VEHICLE ENGINE  
2.0 diesel

RATING UPDATED  
December 2025

TESTED BODY TYPE  
5 door SUV

RATING PUBLISHED  
December 2024