



Volkswagen Crafter

35 Kasten Trendline HD, 4Motion



SILVER 2021

SAFETY ASSIST PERFORMANCE



44%

SPECIFICATION

TESTED MODEL	Volkswagen Crafter – 35 Kasten Trendline HD, 4Motion
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2548 kg / 952 kg / 3020 kg
APPLIES TO	2 nd generation 2017 to present

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	●

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	●
AEB Pedestrian	✗
AEB Cyclist	✗
Lane Support Systems	○
Speed Assist Systems	●
Attention Assist	●

● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE

Verdict

All in all, the Crafter emerges with a silver medal from Euro NCAP's tests. Its AEB system lacks the more sophisticated elements of the gold medallists, like recognition of vulnerable road users, but a good amount of safety equipment is offered to those consumers looking for safety.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 44%

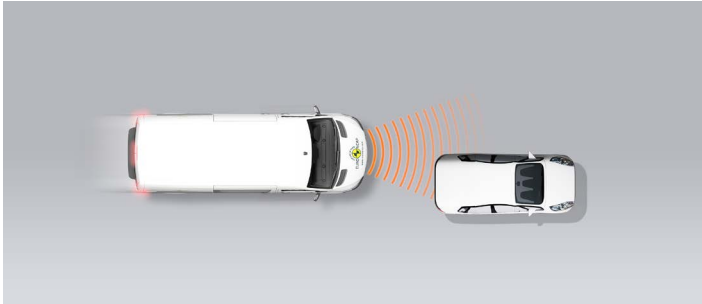
AEB CAR-TO-CAR

14.2 / 30 Pts

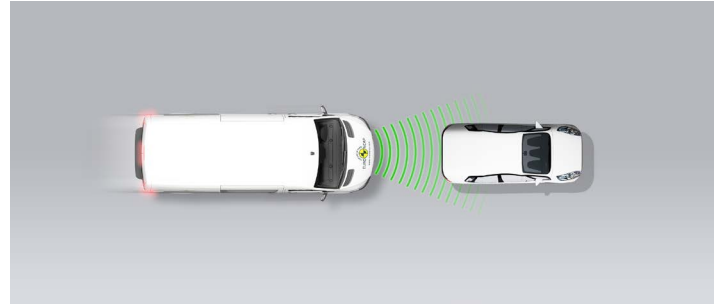
Type	AEB & FCW
Operational From	8 km/h

Autobrake function only

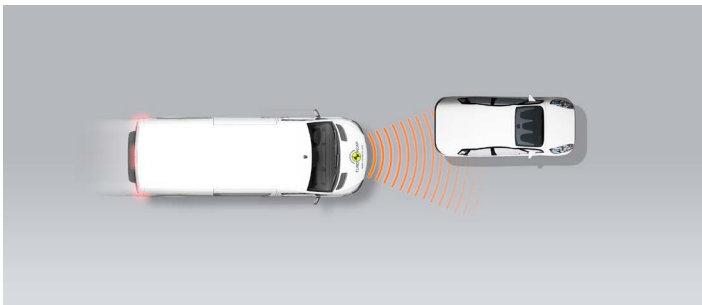
Approaching a stationary car



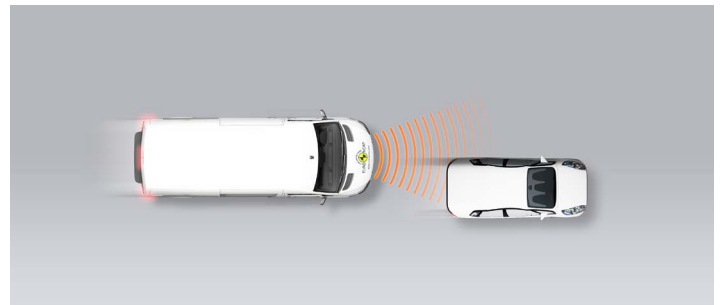
Approaching a stationary car



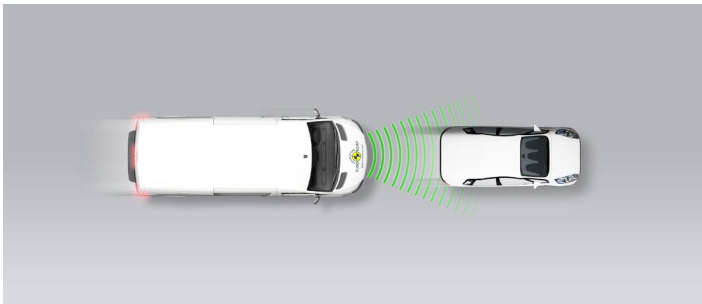
Approaching a stationary car



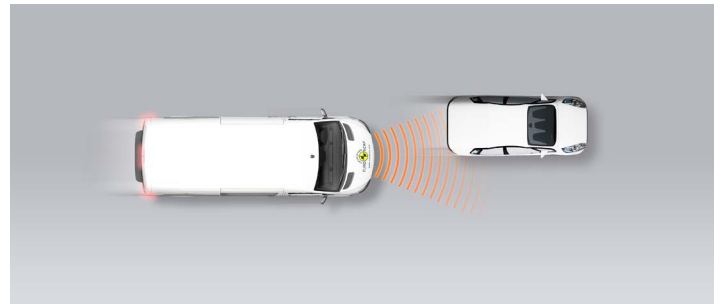
Approaching a slower moving car



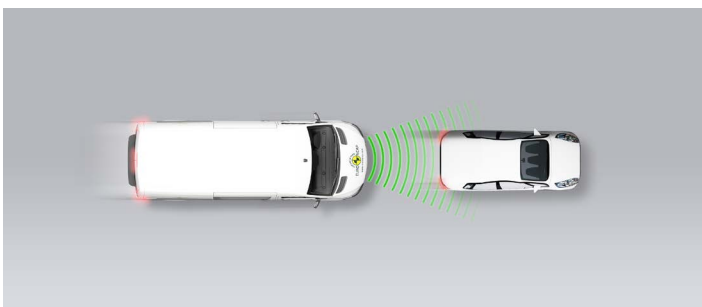
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



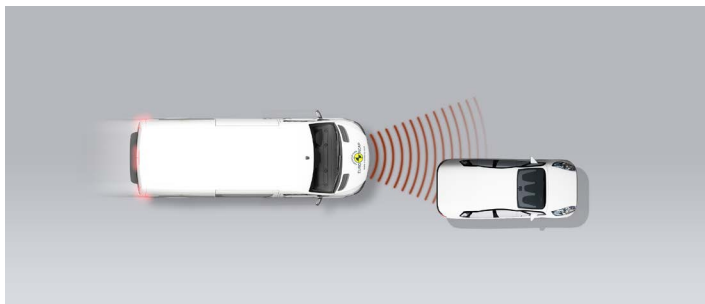
GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

SAFETY ASSIST PERFORMANCE

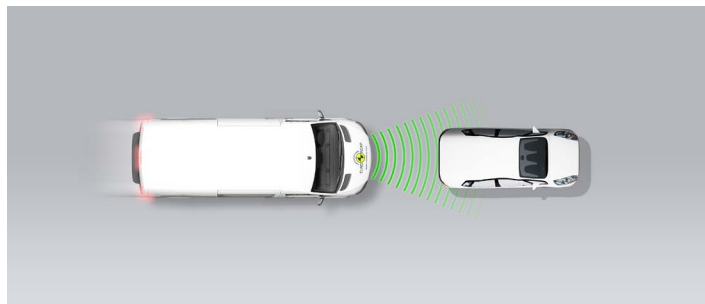
Total 44%

Driver reacts to warning (Forward Collision Warning - FCW)

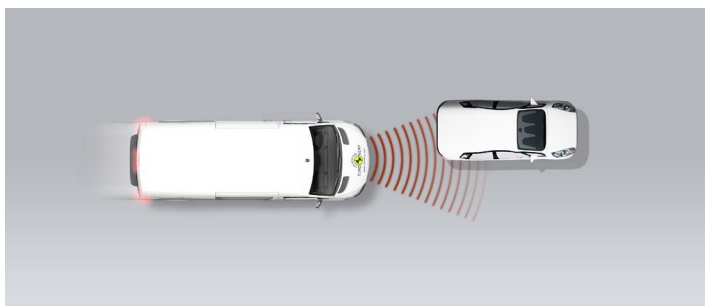
Approaching a stationary car



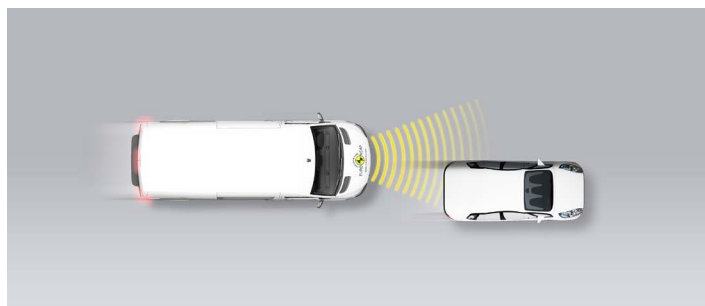
Approaching a stationary car



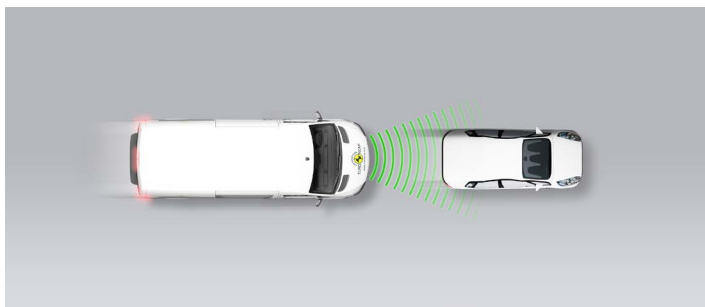
Approaching a stationary car



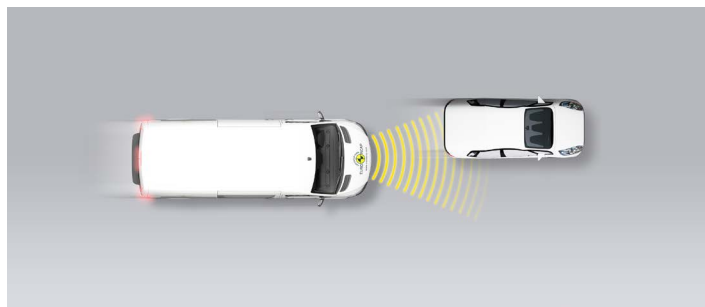
Approaching a slower moving car



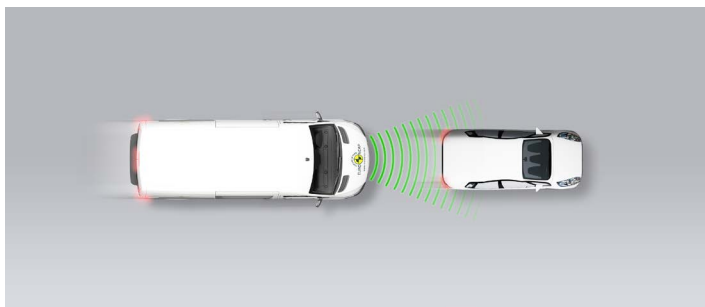
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

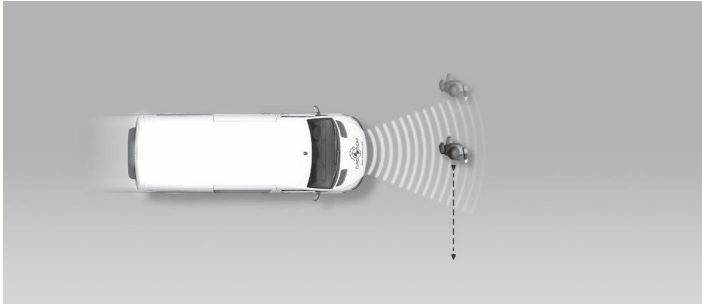
 SAFETY ASSIST PERFORMANCE

Total 44%

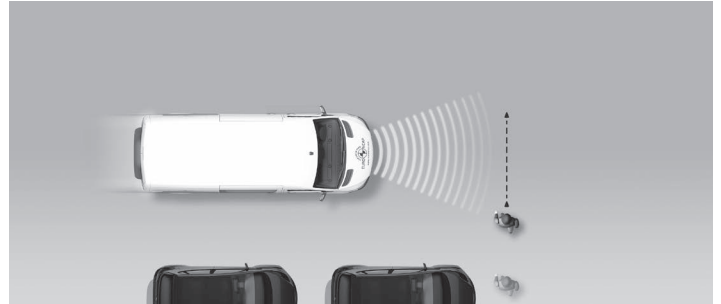
AEB PEDESTRIAN

N/A

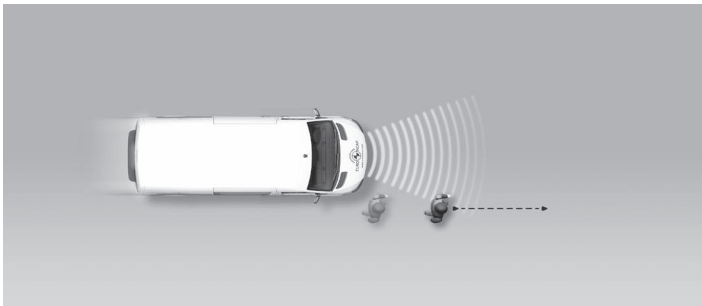
Adult crossing the road



Child running from behind parked vehicles



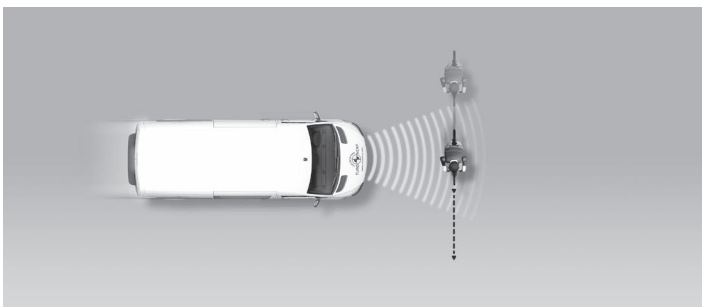
Adult along the roadside



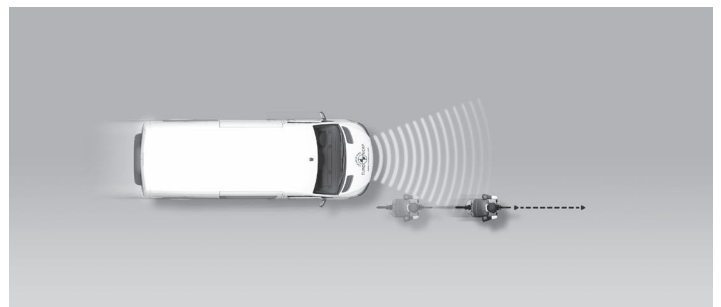
AEB CYCLIST

N/A

Cyclist crossing



Cyclist along the roadside



 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

SAFETY ASSIST PERFORMANCE

Total 44%

LANE SUPPORT 15.0 / 20 Pts

Type	ELK/LKA, LDW & BLIS
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	

SPEED ASSISTANCE 5.3 / 15 Pts

Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set

OCCUPANT STATUS MONITORING 10.0 / 15 Pts

DRIVER MONITORING	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		
Audible Warning		

PASS FAIL NOT AVAILABLE

GOOD ADEQUATE MARGINAL WEAK POOR

 SAFETY ASSIST PERFORMANCE

Total 44%

Comment

Autonomous emergency braking (AEB), together with forward collision warning (FCW) is available as an option and was fitted to Euro NCAP's test vehicle. In tests of the system's functionality with a car in front, there was no response to a stationary or slower-moving car when it was significantly offset to the right or left. There was better performance when the target vehicle was straight ahead or slightly offset and overall performance was adequate. The system does not recognise vulnerable road users like pedestrians and cyclists.

A lane support system is offered as an option and comprises lane departure warning (LDW), which warns the driver if the vehicle is drifting out of lane, and lane keep assist (LKA), which gently steers the vehicle back into lane. Both of these functions worked well, although LKA allowed the vehicle to drift too far over the lane edge in some of the test scenarios. The system also intervenes more aggressively in some emergency situations. This functionality is, by default, turned on at the start of every journey and, with good performance in Euro NCAP's tests, the system was rewarded. Additional lane support is provided by the optional blind-spot information system (BLIS).

A camera-based speed assistance system uses traffic-sign recognition to identify local speed limits and presents this information to driver who can then set the limiter as appropriate. The system worked well but the limiter was unable to maintain the speed with sufficient accuracy to be awarded points.

A seatbelt reminder is provided as standard only for the driver's seat but is available for the passenger seat. The Crafter has an optional driver-state monitoring system which identifies steering patterns which are characteristic of fatigued or impaired driving and indicates to the driver that he should take a break. However, as the system is not switched on by default, it did not meet Euro NCAP's requirements.

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

FITMENT

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE NETHERLANDS	UNITED KINGDOM
AUTONOMOUS EMERGENCY BRAKING SYSTEMS								
AEB Car-to-Car	○	○	○	○	○	●		●
AEB Pedestrian	✗	✗	✗	✗	✗	✗	✗	✗
AEB Cyclist	✗	✗	✗	✗	✗	✗	✗	✗
LANE SUPPORT SYSTEMS								
Emergency Lane Keeping / Lane Keep Assist	○	○	○	○	○	○		○
Lane Departure Warning	○	○	○	○	○	○		○
Blind Spot Information System	○	○	○	○	○	○		○
SPEED ASSIST SYSTEMS								
Speed Limit Information Function	○	○	○	○	○	○		○
Speed Limitation Function	○	○	○	○	○	●		○
OCCUPANT STATUS MONITORING SYSTEMS								
Seatbelt Reminder - Driver	●	●	●	●	●	●		●
Seatbelt Reminder - Passenger	○	○	○	○	○	●		●
Attention Assist	○	○	○	○	○	●		●
● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE								

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