Volkswagen Caddy

Standard Safety Equipment

2025



Adult Occupant 72%

Child Occupant 80%

Vulnerable Road Users 80%

Safety Assist 71%

SPECIFICATION

Tested Model	Volkswagen Caddy 2.0 diesel 75kW, LHD
Body Type	- Body Style
Year Of Publication	2025
Kerb Weight	1691kg
VIN From Which Rating Applies	- from ##################
Class	Small MPV

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SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	✖	✖	✖
Centre Airbag	●	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	○	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

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SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
Cyclist Dooring Prevention	○
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ◯ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

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ADULT OCCUPANT

Total 29.0 Pts / 72%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 10.6 / 16 Pts





Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact — 12.1 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact — 3.6 / 4 Pts



Rear Seat



Front Seat

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ADULT OCCUPANT

Total 29.0 Pts / 72%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the Volkswagen Caddy remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Volkswagen Caddy would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for the rear passenger, based on dummy readings of compression but, otherwise, protection was at least adequate. In the side barrier test the Volkswagen Caddy provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, chest protection was marginal. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal The Volkswagen Caddy does not have a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Volkswagen demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

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CHILD OCCUPANT

Total 39.3 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 23.3 / 24 Pts

Frontal Impact 15.3 Pts



Lateral Impact 8 Pts



Restraint for 6 year old child: *Volkswagen Original G 2/3*
Restraint for 10 year old child: *Volkswagen Original G 2/3*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	○	●	✖	●
i-Size	○	●	✖	✖
Integrated CRS	✖	✖	✖	✖
Top tether	○	●	✖	●
Child Presence Detection	✖	✖	✖	✖

* Third row seats available as option

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check 10.0 / 12 Pts

i-Size	Seat Position						
	Front		2nd row			3rd row	
	Airbag ON	Airbag OFF	Left	center	Right	Left	Right
i-Size	●	✖	●	–	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 39.3 Pts / 80%

Isofix	Seat Position						
	Front		2nd row			3rd row	
	Airbag ON	Airbag OFF	Left	center	Right	Left	Right
	●	✖	●	–	●	●	●
	✖	●	●	–	●	●	●
	●	✖	●	–	●	●	●
	●	✖	●	–	●	●	●
	●	✖	●	–	●	●	●
	✖	●	●	–	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position						
	Front		2nd row			3rd row	
	Airbag ON	Airbag OFF	Left	center	Right	Left	Right
	✖	●	●	●	●	●	●
	●	✖	●	●	●	●	●
	●	✖	●	●	●	●	●
	●	✖	●	●	●	●	●
	●	✖	●	✖	●	●	●
	✖	●	●	✖	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 39.3 Pts / 80%

Comments

In the frontal offset test, protection of the 6 year dummy was good for all critical body areas and good or adequate for the 10 year dummy. In the side barrier impact, protection of all critical parts of the body was good for both the 6 and 10 year dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The Volkswagen Caddy is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car. The optional third-row seats cannot accommodate i-Size child restraints. Otherwise, all restraints for which the Caddy is designed could be properly installed and accommodated.

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VULNERABLE ROAD USERS

Total 50.5 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

28.1 / 36 Pts



Pedestrian & Cyclist Head	11.1 Pts
Pelvis	4.2 Pts
Femur	4.5 Pts
Knee & Tibia	8.3 Pts

VRU Impact Mitigation

22.4 / 27 Pts

System Name	Notbremsassistent "Front Assist" mit Fußgänger- und Radfahrererkennung
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE |

AEB Pedestrian

6.6 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

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VULNERABLE ROAD USERS

Total 50.5 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		–

– Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was good or adequate at all test locations. Protection of the femur was good at all test locations, while that of the knee and tibia was also mostly good. The autonomous emergency braking system of the Volkswagen Caddy responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately but offers no protection to those to the rear of the car. The system performed well in tests of its reaction to cyclists, but does not protect against 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

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SAFETY ASSIST

Total 12.8 Pts / 71%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.7 / 3 Pts

System Name	Intelligent Speed Assist incl. Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder

1.0 / 1 Pts

Applies To	Front and rear seats, including optional third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	–	●	●

● Pass ● Fail – Not available

Driver Monitoring

0.3 / 2 Pts

System Name	Müdigkeitserkennung
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

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SAFETY ASSIST

Total 12.8 Pts / 71%

Lane Support

2.5 / 3 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.4 / 9 Pts

System Name	Notbremsassistent "Front Assist" mit Fußgänger- und Radfahrererkennung
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		–
Turning across the path of an oncoming car		–
Approaching a stationary car		
Approaching a slower moving car		–
Approaching a braking car		–

– Currently not tested

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SAFETY ASSIST

Total 12.8 Pts / 71%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

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RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	2.0 diesel	Kombi "Maxi" 90kW,MQ, 4motion	4 x 4	✓	✓
5 door MPV	2.0 diesel	Kombi 75kW,DQ *	4 x 2	✓	✓
5 door MPV	1.5 petrol	Kombi "Maxi" 85kW,DQ	4 x 2	✓	✓
5 door MPV	1.5 PHEV	Kombi 85kW	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2025	Rating Published	2025 ★★★★☆	✓