

**A REVIEW OF VOLKSWAGEN SHARANS FOLLOWING A RECENT REVIEW BY EURONCAP
OF THEIR SAFETY RATING**

Executive Summary

This report presents an outline of the NCAP Safety Ratings, a summary as to what has happened and presents the Licensing Committee with several proposed options as to how we could proceed.

Recommendations

The Committee is requested to:

RESOLVE That a decision be made as to how to proceed with the issue surrounding the review of the Volkswagens Sharans safety ratings, and the decision be recorded and applied accordingly.

The Committee has the authority to determine the recommendation(s) set out above.

Background Papers: None.

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Volkswagen Sharan NCAP Ratings Review

Volkswagen Sharan NCAP Ratings Review

1.0 Introduction

1.1 Current Woking Borough Council Policy regarding vehicle specifications of Private Hire Vehicles has been set up to ensure

i) That the vehicles are not excessively polluting

In order to ensure that the vehicles are not excessively polluting, we require them to have a rating of 5 or above in the Euro Emissions Scheme.

ii) That the vehicles have a “shelf life” to keep the Private Hire Fleet rejuvenated and up to date.

In order to ensure that the fleet is regenerated every now and then, we raise the Emissions standards every so often. For example – currently the required rating for Private Hire is Euro Emissions 5. These vehicles will only be licenced up to the 20th of January 2022, at which point the only vehicles allowed to remain licenced will be Euro Emissions 6 or higher.

iii) That the vehicles are safe

In order to ensure that the vehicles are safe, they must have a rating of 5 on the Euro NCAP Scheme.

2.0 Euro NCAP Scheme

2.1 In order to assist consumers, their families and businesses, the European New Car Assessment Programme (“EuroNCAP”) has been set up to effectively ‘crash test’ cars and provide reports on the vehicles safety and how it relates to both the driver, to the passenger, and to pedestrians etc.

2.2 On testing, they are given a rating of 1-5 stars, which allows for buyers to easily visualise how safe that car is for both passengers and the public in the event of an accident. One star, naturally, is the lowest, whilst five stars is the highest rating and the most desirable. Further information on the NCAP scheme is attached as Appendix 1.

3.0 The Volkswagen Sharans NCAP rating

3.1 The Volkswagen Sharan is a mid-sized people carrier that has been in production since around 1995. As a licensable vehicle, it has been reasonably popular. Between 2002 and the present day, we have licenced a total of 108 different Volkswagen Sharans. Currently, records show that we have a total of 18 licenced Volkswagen Sharans.

3.2 Previously this vehicle has been tested by the EuroNCAP and rated as a Five Star vehicle, hence it has been able to be licenced.

3.3 A copy of the 2010 NCAP report is attached as Appendix 2.

3.4 In the last week we have become aware that at some point in December 2019, the Volkswagen Sharan was re-tested by EuroNCAP and as a result of this, has been downgraded to a Four Star Vehicle.

3.5 A copy of the 2019/2020 NCAP report is attached as Appendix 3.

4.0 What this means

4.1 What this now means is that the Volkswagen Sharan no longer meets the requirement of the Policy. This is of no fault of the driver or the Licensing Authority, but is something that has happened and unfortunately we must deal with it.

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- 4.2 Having contacted the EuroNCAP about this change, they have provided the following statement on the matter.

“The Euro NCAP tests change frequently. This is to ensure that safety is continually developing and to ensure that only the safest vehicle achieve the maximum star rating. In the case of the Sharan, it is not deserving of a five star rating as defined according to the 2019 procedures.

The Euro NCAP ratings have become more stringent as the years have passed. This means you can’t directly compare the ratings from 2010 to those of 2019.

To give you an idea of the changes over time:

- ***In 2009 the rating scheme was adjusted to include a whiplash test and it reflects the protection offered to adult and child occupants as well as pedestrians and, for the first time, considers the safety potential of advanced driver assistance technologies such as electronic stability control.***
- ***In 2015 a new full width frontal test was introduced (This test places high demands on the restraint systems in front and rear seating positions. Strict limits are placed on the decelerations of the chest and on the degree of chest deflection and this, in turn, encourages manufacturers to fit more sophisticated restraints) and AEB pedestrian systems are tested.***
- ***In 2016 improvements were made to the protection of children in cars.***
- ***In 2018 several active safety tests have been updated and new ones have been added.***

In 2019, the Sharan failed to meet the 5 star requirements in Child protection, Vulnerable road user protection and Safety assist. You can find more information regarding what happened in the test in the datasheet, but the vehicle did suffer penalties with the door becoming detached in the pole impact test.”

- 4.3 Ultimately, as we are now aware of this change, and the fact that EuroNCAP is of the opinion that these vehicles do not meet the requirements, we are required by our statutory duties to take action of some kind.

5.0 Options

- 5.1 The Licensing Authority’s primary aim is to ensure the safety of the travelling public, hence the reasoning for the EuroNCAP Crash Test ratings in the first place. However – in this situation, it is unprecedented and the goalposts have moved, to no fault of the driver. We therefore feel that the best method would be to find a balance between ensuring we meet our requirements in relation to policy (thus ensuring the safety of the travelling public) but also in a way that disrupts the drivers as little as possible.
- 5.2 We therefore would propose the following options as ways of dealing with this, and we appreciate your views and input as to how we would like to proceed on this matter.

Option 1:

- 1) As they no longer meet the requirements, the Licences of Volkswagen Sharans should be revoked with immediate effect, and drivers notified accordingly. No new licences will

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be issued to Volkswagen Sharans. The drivers will therefore have to replace their vehicles immediately, and will not be able to work in the intervening period.

Or Option 2:

- 2) The renewal of Licences of Volkswagen Sharans should be refused as and when it comes to it, and drivers notified accordingly. No new licences will be issued to Volkswagen Sharans. This will mean that the drivers of Sharans will have between 1 and 12 months (depending on the length of time remaining on their licence) to replace their vehicle with one that does meet the criteria.

Or Option 3:

- 3) In order to ensure drivers get a fair period of use of their vehicles, the Licences of Volkswagen Sharans should be allowed to continue for a period of no more than THREE years, after which they must be replaced with a vehicle that does meet the Euro Emissions and Euro NCAP criteria. No new licences will be issued to Volkswagen Sharans. This will mean that those who have Sharans will only be permitted to be licenced up to and including the 1st of April 2023, thus getting a fair period of use out of them. (Please note this would only apply to Euro Emissions 6 Sharans, as Euro Emissions 5 Sharans will all have to be replaced in January 2022 anyway)

Or Option 4:

- 4) In order to ensure drivers get a fair period of use of their vehicles, the Licences of Volkswagen Sharans should be allowed to continue for a period of no more than FIVE years, after which they must be replaced with a vehicle that does meet the Euro Emissions and Euro NCAP criteria. No new licences will be issued to Volkswagen Sharans. This will mean that those who have Sharans will only be permitted to be licenced up to and including the 1st of April 2025, thus getting a fair period of use out of them. (Please note this would only apply to Euro Emissions 6 Sharans, as Euro Emissions 5 Sharans will all have to be replaced in January 2022 anyway)

Or Option 5:

- 5) As we have issued the licences to these vehicles on the grounds that they were NCAP5, we should honour this (ignoring the NCAP safety rating change) and only apply the requirements to NEW applications. This would allow the holders of these non-compliant vehicles to continue using them indefinitely, or until replaced with another, compliant car, through the drivers own volition.

5.3 The Licensing Authority feels that Options 1 and 2 are, whilst completely justifiable in that they are in line with the Policy, rather on the strict side – and would be excessively unfair on the drivers involved. They would feel as if they are being penalised at no fault of their own and this is not an advisable situation to impose. Similarly, Option 5 is equally undesirable and unadvisable as it goes too far the other way and would cause issues and bring into question whether or not we were succeeding in our duty to ensure the safety of the travelling public and thus failing in our legal requirements, it would also cause consideration as to what the point of the EuroNCAP policy was, if we were to quickly dismiss it.

5.4 It is therefore suggested that Option 3 or Option 4 be the preferred method of dealing with this issue.

5.5 A summary of the relevant vehicles is attached as Appendix 3. As you can see from this list, the majority of them are currently Euro Emission 5 vehicles. This means that the specific vehicle will need to be replaced by the 20th of January 2022 anyway (two years' time) in line with current policy.

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5.6 As such, if the Authority is going to apply any sort of time frame that would take longer than two years (for example, Options 3, 4 or 5) then there is only actually going to be five vehicles affected – the remaining thirteen are all lower than Euro Emissions 6 and would therefore already been planned to be replaced by January 2022 anyway.

5.7 Consultation with those affected

5.8 Following discussions with the Legal Department and the Chair and Portfolio Holder of the Licensing Committee, a decision was made to notify those 18 drivers that would potentially be affected by this action and asking for their input.

5.9 A copy of the letter that was sent out is attached as Appendix 4

5.10 The Licensing Authority received one response, which is attached as Appendix 5.

5.11 The response received was, predictably, to do with the cost of the vehicle and ensuring they got their use out of it following advice/guidance given to them by the Licensing Authority. The vehicle in question that they refer to in this reply is one of the Euro 5 Vehicles and would therefore have to be replaced by the January 2022 anyway – and Options 3 and 4 would not affect them.

5.12 The Committee is therefore requested to resolve either,

1) the Licences of non-compliant NCAP rated 4 Volkswagen Sharans should be revoked with immediate effect, and drivers notified accordingly. No new licences will be issued to Volkswagen Sharans. Drivers will be required to replace their non-compliant vehicles immediately.

~ OR ~

2) the Licences of non-complaint NCAP rated 4 Volkswagen Sharans should be refused at renewal, and drivers notified accordingly. No new licences will be issued to Volkswagen Sharans. Drivers of Sharans will have between 1 and 12 months (depending on the length of time remaining on their licence) to replace their vehicle with one that does meet the criteria.

~ OR ~

3) In order to ensure drivers get a fair period of use of their vehicles, the Licences of Volkswagen Sharans should be allowed to continue for a period of no more than THREE years, after which they must be replaced with a vehicle that does meet the Euro Emissions and Euro NCAP criteria. No new licences will be issued to Volkswagen Sharans. This will mean that those who have Sharans will only be permitted to be licenced up to and including the 1st of April 2023, thus getting a fair period of use out of them. (Please note this would only apply to Euro Emissions 6 Sharans, as Euro Emissions 5 Sharans will all have to be replaced in January 2022 anyway, and would not create a loophole where Euro Emissions 5 Sharans can continue past the 2022 date.)

~ OR ~

4) In order to ensure drivers get a fair period of use of their vehicles, the Licences of Volkswagen Sharans should be allowed to continue for a period of no more than FIVE years, after which they must be replaced with a vehicle that does meet the Euro Emissions and Euro NCAP criteria. No new licences will be issued to Volkswagen Sharans. This will mean that those who have Sharans will only be permitted to be licenced up to and including the 1st of April 2025, thus getting a fair period of use out of them. (Please note this would only apply to Euro Emissions 6 Sharans, as Euro Emissions 5 Sharans will all have to be

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replaced in January 2022 anyway, and would not create a loophole where Euro Emissions 5 Sharans can continue past the 2022 date.)

~ OR ~

- 5) As we have issued the licences to these vehicles on the grounds that they were NCAP5, we should honour this (ignoring the NCAP safety rating change) and only apply the requirements to NEW applications. This would allow the holders of these non-compliant vehicles to continue using them indefinitely, or until replaced with another, compliant car, through the drivers own volition.

6.0 Implications

Financial

- 6.1 A too harsh approach may result in appeals by drivers and hearings taking place at Magistrates Courts which may result in a financial cost for the Council. Alternatively, taking a too soft approach may result in us being taken to task legally for failing in our statutory duties.

Human Resource/Training and Development

- 6.2 Not applicable.

Community Safety

- 6.3 The NCAP Ratings are there solely for community safety – which is why it is absolutely vital that we bring our vehicles into compliance with their findings.

Risk Management

- 6.4 See Community Safety.

Sustainability

- 6.5 Not applicable.

Equalities

- 6.6 Not applicable.

Safeguarding

- 6.7 Not applicable.

REPORT ENDS

Appendix 1 – Euro NCAP Information



How To Read The Stars

Euro NCAP has created the five-star safety rating system to help consumers, their families and businesses compare vehicles more easily and to help them identify the safest choice for their needs.

The safety rating is determined from a series of vehicle tests, designed and carried out by Euro NCAP. These tests represent, in a simplified way, important real life accident scenarios that could result in injured or killed car occupants or other road users.

While a safety rating can never fully capture the complexity of the real world, the vehicle improvements and the technology brought the past years about by the application of high safety standards have been shown to deliver a true benefit to consumers in Europe and to society as a whole.



The More Stars, The Better

The number of stars reflects how well the car performs in Euro NCAP tests, but it is also influenced by what safety equipment the vehicle manufacturer is offering in each market. So a high number of stars shows not only that the test result was good, but also that safety equipment on the tested model is readily available to all consumers in Europe. The star rating goes beyond the legal requirements and not all new vehicles need to undergo Euro NCAP tests. A car that just meets the minimum legal demands would not be eligible for any stars. This also means that a car which is rated poorly is not necessarily unsafe, but it is not as safe as its competitors that were rated better.

Look Out For The Latest Results

The five-star safety rating system continuously evolves as older technology matures and new innovations become available. This means that tests are updated regularly, new tests are added to the system and star levels adjusted. For this reason the year of test is vital for a correct interpretation of the car result.

**THE LATEST STAR
RATING IS
ALWAYS THE
MOST RELEVANT**

The latest star rating is always the most relevant and comparing results over different years is only valid if the updates to the rating scheme were small. Recently, the inclusion of emerging crash avoidance technology has significantly altered the meaning of the stars.

Cars with Dual Ratings?

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From 2016, some cars have two star ratings. One rating is based on a car fitted only with safety equipment which is standard on every variant in the model range throughout EU28. This rating reflects the minimum level of safety you can normally expect from any car sold anywhere in the European Union. All cars assessed by Euro NCAP have this basic safety rating.

The second rating is based on a car with an additional 'safety pack', that may be offered as an add-on option to consumers. The additional safety equipment included in a safety pack will boost the car's safety rating and, therefore, the second star rating demonstrates the safety level that the car can achieve if this additional equipment is included. Not every car has this second star rating, but when available, it helps consumers to easily understand the benefit of additional equipment expressed in extra stars.

The following provides some general guidance as to what safety performance the stars refer to in today's system:



5 stars safety: Overall good performance in crash protection. Well equipped with robust crash avoidance technology



4 stars safety: Overall good performance in crash protection; additional crash avoidance technology may be present



3 stars safety: Average to good occupant protection but lacking crash avoidance technology



2 stars safety: Nominal crash protection but lacking crash avoidance technology



1 star safety: Marginal crash protection

Appendix 2 – The Volkswagen Sharans 2010 NCAP Rating



Volkswagen Sharan

Volkswagen Sharan 2.0 diesel 'Trendline', LHD



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 96%

FRONTAL IMPACT

15,4 pts



Driver



Passenger

FRONTAL IMPACT

HEAD	
Driver airbag contact	stable
Passenger airbag contact	stable

CHEST	
Passenger compartment	stable
Windscreen Pillar rearward	2mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

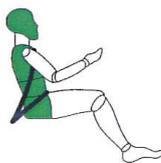
UPPER LEGS, KNEES AND PELVIS	
Stiff structures in dashboard	none
Concentrated loads on knees	none
LOWER LEGS AND FEET	
Footwell Collapse	none
Rearward pedal movement	none
Upward pedal movement	none

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,5 pts



Car



Pole

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

REAR IMPACT (WHIPLASH)

3,6 pts



	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR

WHIPLASH

Seat description	Standard cloth, 8 way manual
Head restraint type	Passive
Geometric assessment	1 pts

TESTS

- High severity	2,6 pts
- Medium severity	2,7 pts
- Low severity	2,5 pts

TEST RESULTS



CHILD OCCUPANT

Total 39 pts | 80%

18 MONTH OLD CHILD

Restraint Römer Baby Safe Plus
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE **10,9 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Bobsy G 0/1
Group 1
Facing forward
Installation ISOFIX anchorages and support frame



PERFORMANCE **11,3 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

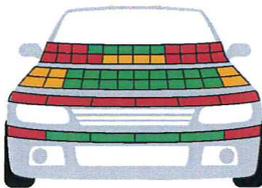
5 pts

Airbag warning Label

Non-permanent pictogram on B-pillar

PEDESTRIAN

Total 16 pts | 46%



GOOD (Green)
MARGINAL (Yellow)
POOR (Red)

HEAD 12,4 pts
PELVIS 0 pts
LEG 4 pts

SAFETY ASSIST

Total 5 pts | 71%

SPEED LIMITATION ASSISTANCE 0 pts

- 0, not available

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

SEATBELT REMINDER 2 pts

- driver 1 pts
 - passenger 1 pts

TEST RESULTS



DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Volkswagen Sharan 2.0 diesel 'Trendline', LHD
Body type	5 door MPV
Year of publication	2010
Kerb weight	1774kg
VIN from which rating applies	applies to all Sharans of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	optional row 2 airbag not tested
Side head airbags	covers all rows
Driver knee airbag	

COMMENTS

Euro NCAP is informed that the Seat Alhambra is structurally identical to the Volkswagen Sharan and has the same interior fittings and levels of safety equipment. Accordingly, Euro NCAP believes that the star rating of the Sharan can also be applied to the Seat Alhambra.

Adult occupant

The passenger compartment remained stable during the frontal impact, the windscreen pillar being deformed rearward only 2mm after the crash. Dummy results showed good protection of the knees and femurs for the front seat occupants. Additional test work demonstrated that occupants of different sizes and those sat in different positions would be similarly well protected. The passenger dummy scored maximum points in the frontal impact. Likewise, maximum points were scored in the barrier side impact test. In the more severe side pole impact, protection of the chest and abdomen were rated as fair. Good protection was provided against whiplash injuries in the event of a rear-end impact.

Child occupant

In the frontal impact, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side test, both dummies were properly contained within the shells of their respective restraints. The front passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver about the status of the airbag is not sufficiently clear. The label warning of the dangers of using a rearward facing seat without first disabling the airbag was unclear, poorly positioned and not permanently attached. All of the seating positions are approved for universal child restraint systems.

Pedestrian

The bumper provided good protection to pedestrians' legs in most areas, but was poor in some places. The front edge of the bonnet provided poor protection and scored no points in Euro NCAP's tests. In most areas where the head of child might strike, the bonnet provided good protection. However, for an adult, the bonnet offered predominantly poor levels of protection.

Safety assist

Electronic stability control is standard equipment. The front seating positions have a seatbelt reminder. A rear seatbelt reminder system is standard on the 6 and 7-seat variants. The system is available as an option for the 5-seat variant but is expected to be sold as standard in insufficient numbers to qualify for assessment.

Appendix 2 – The VW Sharans 2019/2020 NCAP Rating

TEST RESULTS





Volkswagen Sharan
Standard Safety Equipment

2019





SPECIFICATION

Tested Model	VW Sharan 1.4 'Comfortline', LHD
Body Type	- 5 door MPV
Year Of Publication	2019
Kerb Weight	1709kg
VIN From Which Rating Applies	- all Sharans
Class	Large MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	○
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	✘	✘	✘

VW-Sharan 2019-11-19

TEST RESULTS



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	○
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●
OTHER SYSTEMS			
Active Bonnet (Hood)	✗		
AEB Pedestrian	✗		
AEB Cyclist	●		
AEB City	●		
AEB Inter-Urban	●		
Speed Assistance System	●		
Lane Assist System	●		

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

TEST RESULTS



ADULT OCCUPANT

Total 34.0 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger



Driver

Frontal Full Width 6.9 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat



Rear seat

Lateral Impact 15.5 / 16 Pts



Car



Pole

TEST RESULTS



ADULT OCCUPANT

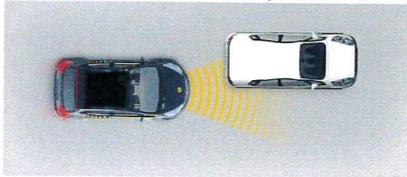
Total 34.0 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

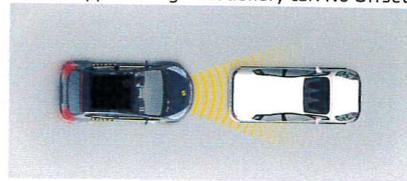
AEB City

2.4 / 4 Pts

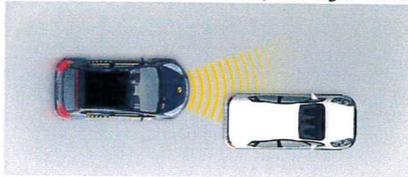
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



TEST RESULTS



ADULT OCCUPANT

Total 34.0 Pts / 89%

Comments

The passenger compartment of the Sharan remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good for the driver. However, for the rear passenger, dummy readings indicated a marginal level of protection for the chest. A penalty was also applied as a result of high shoulder belt forces and protection of the chest was rated as poor. In the side barrier impact, all critical body areas were well protected and the Sharan scored maximum points in this test. In the more severe side pole test, protection of the chest was adequate and that of other body areas was good. However, the side door of the Sharan became detached during the test and the score was penalised for the risk of occupant ejection. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed adequately in tests of its functionality at the low speeds at which many whiplash injuries occur.

TEST RESULTS FOR SAFER CARS
EURO NCAP

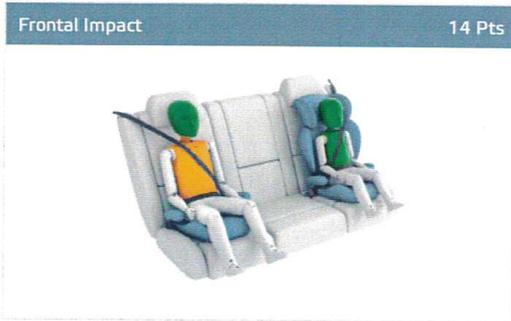
 CHILD OCCUPANT

Total 38.4 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.7 / 24 Pts



Restraint for 6 year old child: *Integrated*
 Restraint for 10 year old child: *Integrated booster Cushion*
 Safety Features

6 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✗	●	●	●
i-Size	✗	●	●	●
Integrated CRS	✗	○	✗	✗

* Third row seats available as option

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

TEST RESULTS



CRS Installation Check

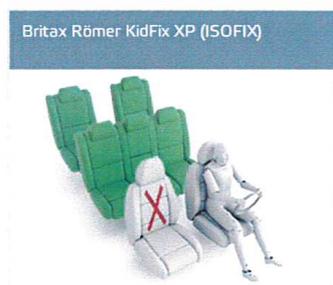
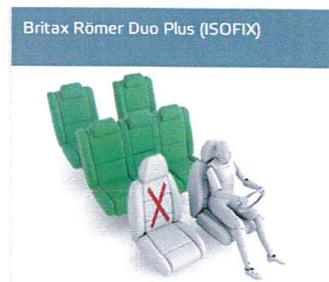
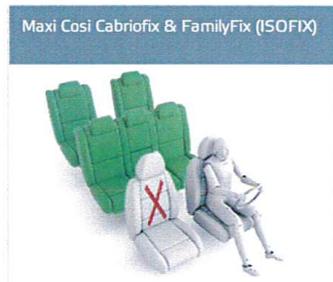
10.7 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS



■ ISOFIX CRS



Version: 2019-11-19

TEST RESULTS



 CHILD OCCUPANT

Total 38.4 Pts / 78%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



TEST RESULTS



CHILD OCCUPANT

Total 38.4 Pts / 78%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	-	●	●	●	●	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	-	●	●	●	●	●
BeSafe iZi Kid X2 i-Size (iSize)	-	●	●	●	●	●
BeSafe iZi Flex FIT i-Size (iSize)	-	●	●	●	●	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	-	●	●	●	●	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	-	●	●	●	●	●
Britax Römer Duo Plus (ISOFIX)	-	●	●	●	●	●
Britax Römer KidFix XP (ISOFIX)	-	●	●	●	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

Comments

Integrated child restraints are available as an option on the second-row outboard seats, and these were used in the dynamic crash tests. In the frontal offset test, protection of the neck and chest of the 10 year dummy was rated as marginal, based on dummy readings of tensile forces and deceleration, respectively. Protection of the 6 year dummy was good. In the side barrier test, protection of all critical body areas was good or adequate for both dummies. All second and third row seats, including the second-row centre position, are ISOFIX/i-Size compatible. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, labelling on the switch is not clear and the system was not rewarded. As the airbag disabling switch failed Euro NCAP's assessment, installation tests of rearward-facing child restraints in the front passenger seat were also deemed a fail. Otherwise, all of the restraint types for which the Sharan is designed could be properly installed and accommodated in the car.

TEST RESULTS



VULNERABLE ROAD USERS

Total 28.7 Pts / 59%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian

26.4 / 36 Pts



Head Impact	16 Pts
Pelvis Impact	4.4 Pts
Leg Impact	6 Pts

Vulnerable Road Users

2.4 / 12 Pts

Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over most of its surface but there were broad areas of poor performance along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed. The Sharan's AEB system can detect cyclists, as well as other vehicles. In tests, the system's response to these vulnerable road users was good.

TEST RESULTS

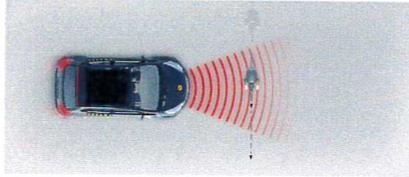


 VULNERABLE ROAD USERS

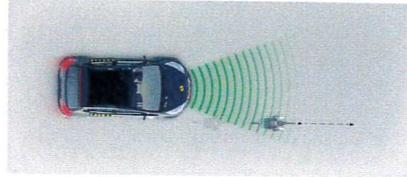
Total 28.7 Pts / 59%

AEB Cyclist

Cyclist crossing



Cyclist along the roadside



Version: 221119

TEST RESULTS



SAFETY ASSIST

Total 8.2 Pts / 62%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 0.9 / 3 Pts

System Name	Speed Limit Recognition
Speed Limit Information Function	Camera & Map
Speed Limitation Function	N/A

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass
 ● Fail
 — Not available

Lane Support

■ 3.3 / 4 Pts

System Name	Lane Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	■ GOOD
Lane Keep Assist	■ GOOD
Human Machine Interface	■ GOOD

TEST RESULTS



 SAFETY ASSIST

Total 8.2 Pts / 62%

AEB Inter-Urban

 1.6 / 3 Pts

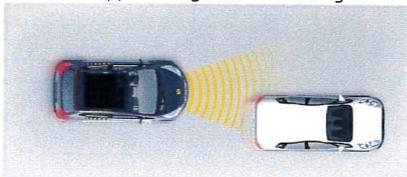
System Name	Front Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

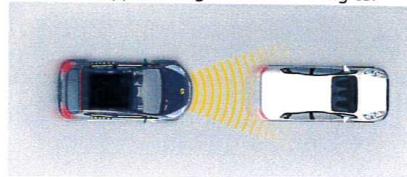
The Sharan has a seatbelt reminder system for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane and also intervenes in some more critical situations. A speed assistance system uses a camera and digital mapping to determine the local limit, and presents this information to the driver who can then manually set the limiter as appropriate.

- Autobrake function only

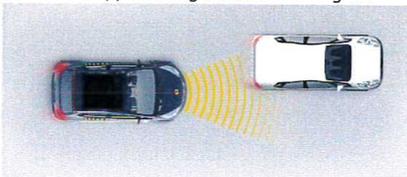
Approaching a slower moving car



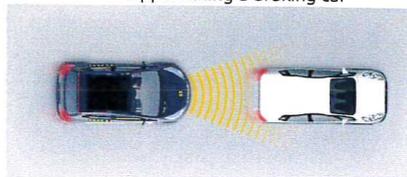
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



TEST RESULTS

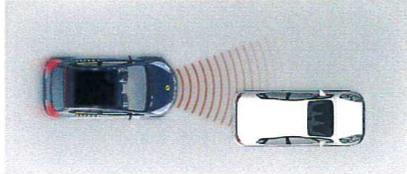


 SAFETY ASSIST

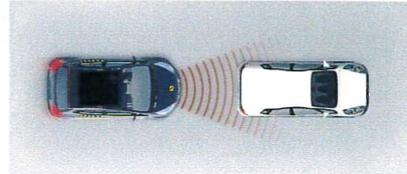
Total 8.2 Pts / 62%

■ Driver reacts to warning

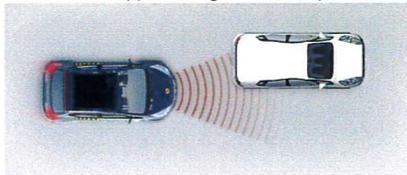
Approaching a stationary car



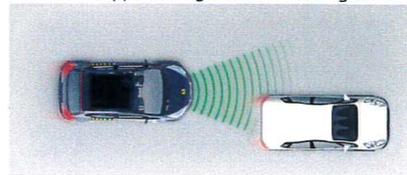
Approaching a stationary car



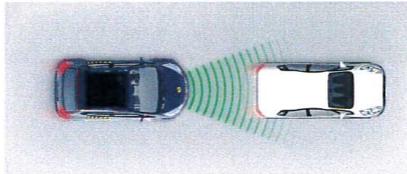
Approaching a stationary car



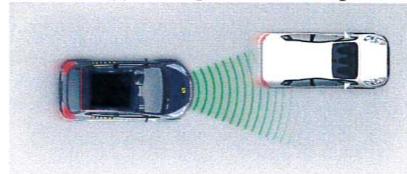
Approaching a slower moving car



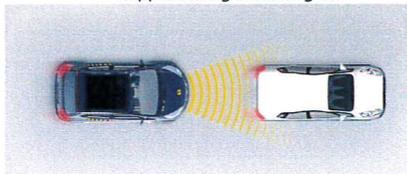
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



TEST RESULTS 

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
MPV	1.4 petrol*	4 x 2	✓	✓
MPV	2.0 diesel	4 x 2	✓	✓
MPV	2.0 diesel	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019 ★★☆☆☆ ✓

Appendix 3 – The Eighteen Sharans



[VEHICLE NUMBER 1]- 2.0 TDI CR BlueMotion Tech (140bhp) SE 5d DSG

#1 was first licenced by Woking Borough Council in March 2018.

Its current licence expires on the 16th of March 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 2] - 2.0 TDI CR BlueMotion Tech (140bhp) SE 5d DSG

#2 was first licenced by Woking Borough Council in April 2019.

Its current licence expires on the 10th of April 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 3] - 2.0 TDI CR BlueMotion Tech (140bhp) S 5d DSG

#3 was first licenced by Woking Borough Council in July 2012.

Its current licence expires on the 29th of April 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 4] - 2.0 TDI CR BlueMotion Tech (150bhp) SE Nav 5d DSG

#4 was first licenced by Woking Borough Council in June 2018.

Its current licence expires on the 5th of June 2020.

It is a Euro Emissions 6 Vehicle.



[VEHICLE NUMBER 5] - 2.0 TDI CR BlueMotion Tech (150bhp) SE Nav 5d DSG

#5 was first licenced by Woking Borough Council in July 2019.

Its current licence expires on the 4th of July 2020.

It is a Euro Emissions 6 Vehicle.



[VEHICLE NUMBER 6] - 2.0 TDI CR BlueMotion Tech (140bhp) S 5d DSG

#6 was first licenced by Woking Borough Council in June 2016.

Its current licence expires on the 26th of July 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 7] - 2.0 TDI CR BlueMotion Tech (140bhp) S 5d DSG

#7 was first licenced by Woking Borough Council in July 2019.

Its current licence expires on the 29th of July 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 8] - 2.0 TDI SE (140ps) 5d

Volkswagen Sharan NCAP Ratings Review

#8 was first licenced by Woking Borough Council in July 2014.

Its current licence expires on the 7th of September 2020.

This vehicle appears to be a EuroEmissions 4 vehicle, it seems from our records that there was some confusion over exactly what make/model this car is – which would allow us to establish whether it was Euro Emissions 4 or Euro Emissions 5, and the driver was given the benefit of the doubt. A recent search suggests that it is, however, Euro Emissions 4.



[VEHICLE NUMBER 9] - 2.0 TDI CR BlueMotion Tech (140bhp) SE 5d

#9 was first licenced by Woking Borough Council in September 2015.

Its current licence expires on the 4th of October 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 10] - 2.0 TDI CR BlueMotion Tech (140bhp) SE 5d DSG

#10 was first licenced by Woking Borough Council in October 2014.

Its current licence expires on the 7th of October 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 11] - 2.0 TDI CR BlueMotion Tech (140bhp) SE 5d

#11 was first licenced by Woking Borough Council in December 2011.

Its current licence expires on the 1st of December 2020

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 12] - 2.0 TDI CR BlueMotion Tech (140bhp) S 5d DSG

#12 was first licenced by Woking Borough Council in December 2014.

Its current licence expires on the 6th of December 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 13] - 2.0 TDI CR BlueMotion Tech (140bhp) SE 5d DSG

#13 was first licenced by Woking Borough Council in December 2016.

Its current licence expires on the 14th of December 2020.

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.



[VEHICLE NUMBER 14] - 2.0 TDI CR BlueMotion Tech (150bhp) S 5d DSG

#14 was first licenced by Woking Borough Council in January 2018.

Its current licence expires on the 12th of December 2020.

It is a Euro Emissions 6 Vehicle.



[VEHICLE NUMBER 15] - 2.0 TDI CR BlueMotion Tech (140bhp) S 5d

#15 was first licenced by Woking Borough Council in July 2013.

Its current licence expires on the 6th of January 2021

It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.

Volkswagen Sharan NCAP Ratings Review

 **[VEHICLE NUMBER 16] - 2.0 TDI CR BlueMotion Tech (150bhp) SE Nav 5d DSG**

#16 was first licenced by Woking Borough Council in January 2019.
Its current licence expires on the 4th of July 2020.
It is a Euro Emissions 6 Vehicle.

 **[VEHICLE NUMBER 17] - 2.0 TDI CR BlueMotion Tech (150bhp) SE 5d DSG**

#17 was first licenced by Woking Borough Council in July 2019.
Its current licence expires on the 15th of January 2021.
It is a Euro Emissions 6 Vehicle.

 **[VEHICLE NUMBER 18] - 2.0 TDI CR BlueMotion Tech (140bhp) S 5d**

#18 was first licenced by Woking Borough Council in February 2020
Its current licence expires in February 2021
It is a Euro Emissions 5 Vehicle and so would need to be replaced by the 20th of January 2022.

The below list shows, on the left, vehicles that would need to be replaced by the 20th of January 2022, and on the right, vehicles that this change is actually going to affect.

Euro Emissions < 6	Euro Emissions 6+
[VEHICLE NUMBER 8]	[VEHICLE NUMBER 17]
[VEHICLE NUMBER 7]	[VEHICLE NUMBER 5]
[VEHICLE NUMBER 11]	[VEHICLE NUMBER 16]
[VEHICLE NUMBER 12]	[VEHICLE NUMBER 4]
[VEHICLE NUMBER 3]	[VEHICLE NUMBER 14]
[VEHICLE NUMBER 15]	
[VEHICLE NUMBER 6]	
[VEHICLE NUMBER 2]	
[VEHICLE NUMBER 10]	
[VEHICLE NUMBER 1]	
[VEHICLE NUMBER 18]	
[VEHICLE NUMBER 9]	
[VEHICLE NUMBER 13]	

Appendix 4 – Letter to Drivers

21st of February 2020

Dear [NAME]

PLEASE READ THIS LETTER. THIS IS NOT A GENERIC LETTER THAT HAS BEEN SENT TO ALL LICENCE HOLDERS – BUT THIS IS BEING SENT TO YOU SPECIFICALLY AS YOU ARE THE LICENCE HOLDER FOR A VOLKSWAGEN SHARAN.

As you are no doubt aware, in order to be licenced by Woking Borough Council, vehicles must meet Euro Emissions criteria as well as a EuroNCAP “Crash test rating” criteria. The minimum Euro Emissions rating currently required is five, and this is increasing in January 2022 to a rating of six. The requirement for EuroNCAP ratings is currently five. There is no plan to change or increase this as the EuroNCAP is not planning on increasing the number of stars in their rating system.

However, instead of adding more stars for a higher rating, the EuroNCAP are look at the ratings of some of their older vehicles and reassessing them based on newer and more stringent standards.

In 2010, the Volkswagen Sharan was tested by the NCAP Crash Test Rating and was given a 5 star rating. Your vehicle was licenced based on this information.

Unfortunately we have been made aware that the EuroNCAP have reassessed the Volkswagen Sharan, using their newer and more stringent ratings system, and it has been assessed as a EuroNCAP 4 rating. We have contacted them about this and they have advised us that this rating now applies to all VW Sharans.

What this means for us is that this vehicle no longer meets the Councils requirements – and we are therefore required to consider our position on this matter.

A report is in the process of being written, with a summary of the situation and some suggested proposals will be going in front of the Licensing Committee on the **10th of March 2020 at 7pm** to ascertain how we can deal with this change and to ensure that we find a balance between meeting our statutory requirements towards public safety and Council Policy, but also minimise the disruption towards the licence holders.

If you would like to make any representations which you wish to be considered by the Committee, please send them to matthew.cobb@woking.gov.uk no later than 3pm on Friday the 28th of February 2020.

Volkswagen Sharan NCAP Ratings Review

The report will be available online at <https://moderngov.woking.gov.uk/> (under either Meetings of the Council or Calendar of Meetings) and will be uploaded roughly one week prior to the date of the Committee.

The Licensing Committee on the 10th of March 2020 will also be broadcast on the Woking Webcast viewer (available online at <https://woking.public-i.tv/core/portal/home>) and we will be writing to all Sharan owners to advise them of the outcome of this meeting.

Kind regards

The Licensing Department
Woking Borough Council
t: 01483 755855 e: licensing@woking.gov.uk

Appendix 5 – Response from drivers

From: [REDACTED]

Sent: 28 February 2020 12:22

To: Matthew Cobb <Matthew.Cobb@woking.gov.uk>

Subject: representation

Dear sir/madam

this is [REDACTED] i am owner of volkswagen sharan [VEHICLE NUMBER 2] which is first register on 30-nov-2010.i bought this car by finance on 30-03-2019 price of £10904.92.i bought this car after checking with the licensing department.please consider my situation otherwise i will be financially in big problem.