VW Tiguan

2.0 TDI ELEGANCE DSG DIESEL FWD AUTOMATIC

Sustainability Rating

2026 ★★½☆☆ 48%

Clean Air
6.6 /10

Energy Efficiency
5.1 /10

Greenhouse Gases
2.8 /10

Driving Experience

Consumption & Range
ADEQUATE

Cold Winter Performance
NOT APPLICABLE

Charging Capability
NOT APPLICABLE

Our verdict

The VW Tiguan tested here is equipped with a 2-litre diesel engine. The powertrain is not supported by any electrification and the achievements of this conventional small SUV remain limited.

- Controls exhaust emissions effectively under all test conditions and achieves a high Clean Air score. Scores well for tyre abrasion but cannot reduce brake abrasion due to the lack of regenerative braking.
- Delivers good diesel consumption for its class. Benefits from the absence of a large battery, but fuel use from the conventional engine limits the energy-efficiency score.
- Keeps non-usage phase emissions relatively low, but fuel combustion still drives total lifecycle emissions to 246 g CO_2-eq./km, resulting in a modest GHG score.

Disclaimer

Think before you print

Clean Air

6.6 /10

Comments

The Tiguan controls its exhaust emissions very well and robustly across all tests, including the winter cold start test and in the high-power demand highway test. None of the pollutant species require special attention, the performance is balanced and solid and achieves a high score. The points collected for tyre abrasion emissions are above average. However, the conventional powertrain is not capable of recuperative braking and there are no points rewarded for brake abrasion mitigation.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

ADEQUATE **8.7** /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

ADEQUATE **8.4** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	adequate	adequate	not applicable	good	adequate	adequate	5.9/8
Warm weather	good	good	good	good	adequate	good	9.1/10
Highway	good	good	good	good	marginal	good	8.6/10
Winter cold start	good	adequate	good	good	adequate	good	8.5/10
Winter warm start	good	good	good	good	adequate	good	9.2/10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

ADEQUATE **8.9** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	not applicable	good	not applicable	good	adequate	not applicable	8.4/10
Short city trip	not applicable	adequate	not applicable	good	good	not applicable	9.2/10
Congestion	not applicable	good	not applicable	not applicable	not applicable	not applicable	2.0/2

good · adequate · marginal · weak · poor · not applicable

Clean Air

6.6 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

MARGINAL **3.1**/10

Tyre wear

ADEQUATE **3.7**/6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

	Result	Score
Influence of mass	marginal	1.7/3
Wheel alignment	good	1.0/1
Accelerator response	marginal	1.0/2

Brake wear

POOR **0.0**/6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

	Result	Score
Brake dust mitigation	poor	0.0/4
Brake dust containment	poor	0.0/6
Recuperative braking - warm test	poor	0.0/6

good · adequate · marginal · weak · poor · not applicable

Clean Air

6.6 /10

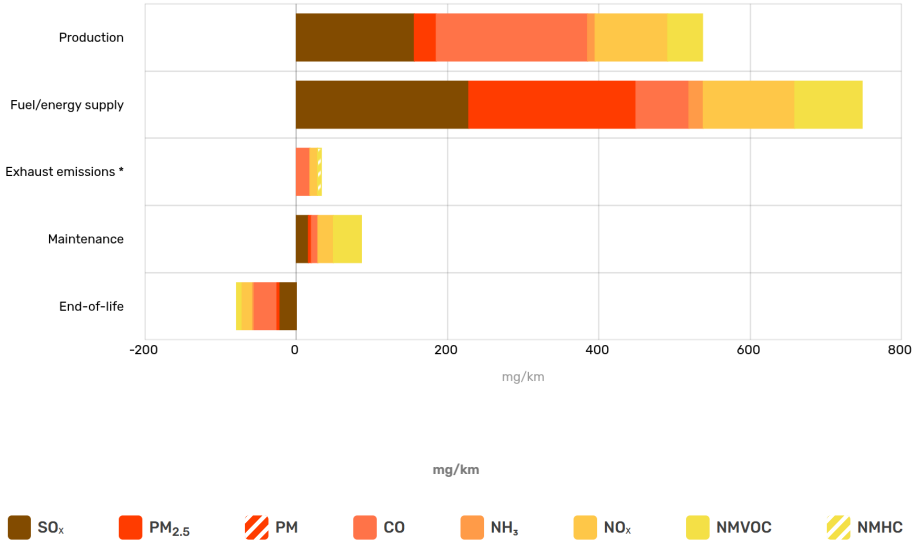
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

MARGINAL 4.0 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good | adequate | marginal | weak | poor | not applicable

Energy Efficiency

5.1 /10

Comments

The car's diesel consumption figures are good but no more so than expected for this type of vehicle. In terms of life cycle assessment, the total primary energy demand benefits from the absence of a heavy battery, the production of which would increase the need for energy, but the amount of fuel needed by a conventional combustion engine limit the achievable score in this section.

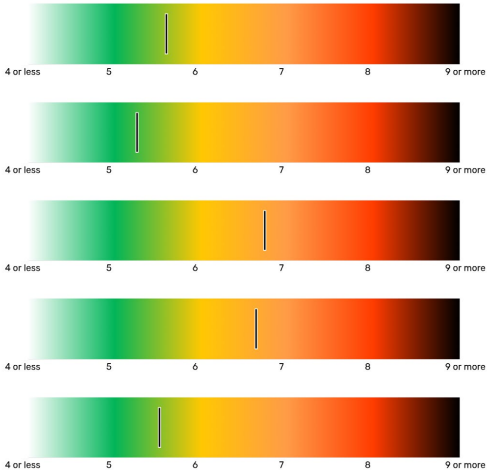
Energy demand

MARGINAL **5.2** /10

Propulsion energy consumption in laboratory

WEAK **2.3** /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



good | adequate | marginal | weak | poor | not applicable

Energy Efficiency

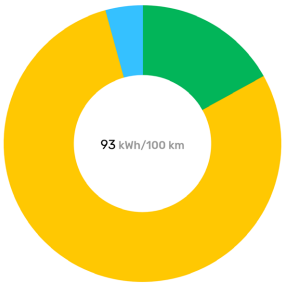
5.1 /10

Additional Life Cycle Assessment information

GOOD ● **10.0**/10

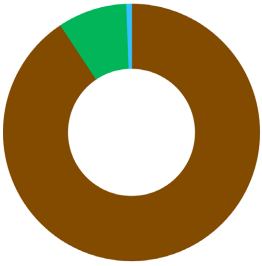
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 16.9%
- Battery production 0.0%
- Fuel/energy supply * 78.8%
- Maintenance 4.3%

Energy source share in total LCA consumption



- Fossil 90.7%
- Renewable 8.7%
- Other 0.6%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

MARGINAL ● **3.7**/10

● good ● adequate ● marginal ● weak ● poor ● not applicable

Greenhouse Gases

2.8 /10

Comments

Although the non-usage LCA phases of a conventional vehicle emit less greenhouse gases than an electric car, the combustion of the fossil fuel significantly increases the emissions and leave the Tiguan with a low score in this part of the assessment, despite the reasonable consumption figures. The calculated total amount of lifecycle greenhouse gas emissions is 246 g CO_2-eq./km.

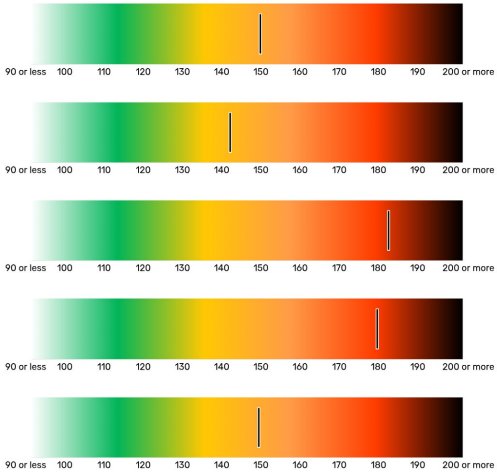
Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

WEAK **0.6** /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



Legal test (WLTP)	148.4 g CO_2-eq./km
Warm weather	140.7 g CO_2-eq./km
Highway	181.1 g CO_2-eq./km
Winter cold start	178.2 g CO_2-eq./km
Winter warm start	148.0 g CO_2-eq./km

good | adequate | marginal | weak | poor | not applicable

Greenhouse Gases

2.8 /10

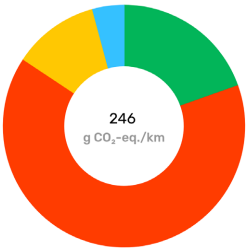
Additional Life Cycle Assessment information

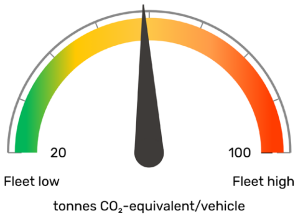
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE

8.7 /10

Total LCA GHG emissions





Vehicle Life Cycle average emissions **59** (+/-)
(best **52** | worst **63**)

- Production & recycling 19.6%
- Battery production 0.0%
- Tailpipe emissions * 64.7%
- Fuel/energy supply 11.5%
- Maintenance 4.2%

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good | adequate | marginal | weak | poor | not applicable

Driving Experience

Consumption & Range

ADEQUATE

Cold Winter Performance

NOT APPLICABLE

Charging Capability

NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in section 'Consumption and Range'. The Tiguan's estimated real-world consumption figures are seen as adequate in all conditions – warm weather and cold winter, urban, rural, highway and mixed driving scenarios. The consumption readings on the computer display board are accurate.

Consumption & Range

ADEQUATE

Estimated actual consumption

ADEQUATE

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	7.1	5.0	5.8	6.0	l/100 km
Cold Winter	8.8	5.6	6.3	6.9	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

NOT APPLICABLE

good adequate poor not applicable

Charging Capabilities

NOT APPLICABLE

good adequate poor not applicable

Specifications

Vehicle class
Small SUV

System power/torque
110 kW/360 Nm

Engine size
1,968 cc

Declared consumption
5.6 l/100 km

Declared driving range
Overall n.a.
City n.a.

Declared CO_2
146 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) n.a.

Mass
1,702 kg

Heating concept
Waste heat

Tyres
235/55R19

Emissions class
Euro 6 EB

Tested car
WVGZZZCT9TW58xxxx

Publication date
09 2026

Also covered by this rating

Variants
Names may vary by country

VW Tiguan
2.0 TDI ENERGY DSG diesel FWD automatic

VW Tiguan
2.0 TDI Life DSG diesel FWD automatic

VW Tiguan
2.0 TDI R-Line DSG diesel FWD automatic

VW Tiguan
2.0 TDI Trend DSG diesel FWD automatic

VW Tiguan
2.0 TDI DSG diesel FWD automatic

Other models

Audi Q3
2.0 TDI FWD automatic

Škoda Kodiaq
2.0 TDI FWD automatic

Volkswagen Tayron
2.0 TDI FWD automatic

Volkswagen Touran
2.0 TDI FWD automatic

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