



Volkswagen Tiguan Mild Hybrid – Road Test

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Volkswagen has eased off the throttle to becoming a pure electric



brand and wisely continues to develop its semi-electric mild hybrid line up. Robin Roberts (and WheelsWithinWales) tells us more...

The Tiguan MHEV is one of the third generation of this highly popular model, its best seller worldwide including 29,800 registered in Britain last year.

In a world and market where change happens and then goes in a different direction, you have to give buyers what they want for their needs. And the Tiguan fulfils many roles very well as a people's car.

It features attractive, premium styling, a wide range of drivetrain options, a high-quality (if bland-looking) interior and Volkswagen's latest technologies and assistance systems. Practicality is also ensured thanks to a big easily expandable boot housing a run-flat spare and a roomy cabin for five.

VW Tiguan models come with a choice of petrol-hybrid, diesel or plug-in hybrid models, four trim levels and prices from £38,900 to £53,020 depending on powertrain and trim.

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Our top of range R-Line test car had a selection of Volkswagen options including the intelligent, extremely bright and far reaching IQ HD matrix headlights, adaptive chassis and steering, driver and comfort assistance packs, massive sunroof, towbar and styling kit along with Teal Blue metallic paint.

These added approximately £9,000 to the standard price of £42,420 and their



additional weight raised the CO2 emissions into a higher tax band which added to the VED rate for both first registration and for the next five years.

So the combined additional cost to tax this particular car with fitted options for first and next five years would be about £11,200 over the standard model without the fitted options. Think carefully about what you need and want.

Our 1.5 petrol-hybrid engine is a mainstay of the VW range and matched with a seven-speed automatic transmission. It's a really enjoyable and economical combination, with a 70 miles pure electric range for cheap commuting.



The test car had a slightly jerky take up from stationary so needed care when closely parked but once underway the changes were seamless in general use and only felt a bit more in the Sport mode on the column selector.



Acceleration was good and it slowed smoothly either through the assistance system or under braking. Overall we saw 45 mpg achieved but at times it went north of 50 mpg and it was nigh impossible to tell when the electric motor joined in the fun.

The steering was smooth and turning circle compact without suffering any vibration or kick-back.

Secondary controls on stalks were hidden behind the wide wheelspokes which were also carrying a plethora of points to alter cruise control, entertainment and menu displays and could be distracting for some drivers.

The driver's essential display ahead was slim, wide and very clear, quickly changing to selected screens.

In the centre of the fascia was the very large touchscreen for all the infotainment features called up through a comprehensive menu of its own which then packed in graphics and buttons and could be difficult to safely use.

It included a number of driving modes which instantly altered the car's character and performance, but needed resetting every time you started.

There was a highly detailed heating and ventilation system activated through the screen but also by sliding controls beneath, and output was strong and plentiful with many cabin vents. Powered windows added to the choices.

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For the driver and passengers, access was very good and roomy with nicely shaped and supporting seats, including an extension to the driver's cushion, and all were deeply padded throughout. The front pair had power adjustment to tailor their reach and rake.

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If you needed to get into the boot there was a powered lift on our test car, a sensible height and wide, long, deep boot which could be extended after the rear seatbacks were dropped nearly flat.



Visibility was very good from the driving seat with low waistline, deep windows, big mirrors and very good all round sensors. Wash and wiper



systems cleared a wide slice of glass both ends.

Noise levels were generally low except over bad roads and then the firmness of the Tiguan's ride became more noticeable too. Even in the Comfort mode it was a bit harder than expected.

With the controls available the handling could be easy or exciting, and it never showed any vices to concern us.

VERDICT

It is clear why the VW Tiguan is a popular SUV. It can perform many tasks, all economically and well while providing a lot of room and carrying capacity.

Uncompromisingly it is a car for all uses and people.

For: Well built, roomy, sophisticated, fair performance and economy, good visibility, big boot.

Against: Firm ride, deep-seated infotainment, bland interior and fiddly secondary controls.



FAST FACTS

Model: Volkswagen Tiguan R-Line eTSI

Price: £51,205



Mechanical: 150 PS 1.5 litre 4 cyl petrol-electric, 7 speed Auto

Max Speed: 130 mph

0 - 62 mph: 9.1secs

Combined MPG: 45

Insurance Group: 28E

C02 emissions: 151 g/km

Bik rating: 34%, £1410FY, £640SRx5

Warranty: 3 years/ 60,000 miles

Size: L 4.54 m (14.90 ft), W 1.86 m (6.10 ft), H 1.66 m (5.45 ft)

Bootspace: 652 to 1,976 litres (23.03 to 69.78 cu.ft)

Kerbweight: 1,616 kg (3,563 lb)