

MPVs

What you should look for



Sliding doors

Sliding doors make access much easier – especially in MPVs with more than five seats (or in multi-storey car parks). They're useful when you're moving big loads, too.



Flexible seating

Rear seats that slide, fold, rotate or can be removed are the essence of an MPV. But check whether the seats are suitable for adults or kids, and that they're easy to use.



Air conditioning

Air conditioning or climate control is sensible to have in any car. But in MPVs, which can feel like mobile greenhouses on hot days, chilled air is essential to keep everyone happy.



Safety

If you're carrying your family around, safety is of paramount importance. Use our independent safety scores and Euro NCAP crash-test ratings to help work out which MPVs are best.



Cupholders and cubbies

Cupholders are a source of praise or complaint in many cars, but in MPVs it's important to have them sprinkled around all the seating positions. The same goes for handy cubbyholes.

Insider information

'Most small MPVs offer space and flexibility for five people, with running costs on a par with a medium car. But there are a couple that seat six, and some seven seaters – with space for five, plus "occasional" fold-up seats for two littl'uns in the boot area. Full-sized MPVs provide seven or eight adult seats and even more versatility. But handling won't be as sharp and running costs are higher.'



David Evans
Senior researcher,
Motoring



You may have seen the advert where James Nesbitt has just splashed out on a Corvette, only to find what he really needs is a people carrier. That scenario probably rings quite true for many an MPV buyer on hearing news of a family arrival. But while MPVs may not set your pulse racing, they've certainly taken off in the last decade or so, and some even look quite stylish.

Even if you don't have a family, an MPV is a very practical choice. They usually offer plenty of flexibility and are ideal for moving furniture, trips to the dump and so on. Now you can choose between five-seat models based on medium cars, such as the VW Golf Plus, right through to full-blown people carriers, such as the Renault Espace.

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WHICH? CAR 2006/2007 NEW MPVs

Chrysler PT Cruiser

Love it or hate it, the Chrysler PT Cruiser certainly stands out for its bold, retro-American looks. As well as the standard estate shape, there's an even less attractive cabriolet.

We tested the standard 2.2 diesel version. It has a huge amount of pulling power and is also pretty refined, although on all models you get some intrusive wind noise at high speeds. Gear changes can feel a bit stiff with the five-speed manual box, especially in cold weather. The ride is rather bumpy – you really feel imperfections in the road. It's not particularly involving to drive, either: the steering is responsive and light but it doesn't give you a good feel for the road. Manoeuvring in tight spaces is also tricky.

On the plus side, the car is spacious. Leg- and headroom are very good, as is interior cabin width. At 620 litres, boot space is average. The rear seats fold right down to create a flat load floor or can be taken out to give you 1,818 litres. Both of these are easy to do.

Which? Verdict

Retro looks are key to the appeal of the PT Cruiser, but divide opinion. It's off the pace for crash safety and Chrysler's reliability record is poor.

Engines 2.4 petrol; 2.2 diesel **Gearbox options** 5-speed manual, 4-speed automatic **Body styles** 5-door MPV, 2-door cabriolet **Dimensions** 4.29m x 1.75m (not inc mirrors) **Insurance groups** 12 to 14 **Running costs (per mile)** 38p to 54p

Evaluation

Reliability
Overall, Chryslers are poor for reliability.

£13,020 to £18,970

Production dates: From Jul 2000

WHICH? ROAD TEST SCORE 69%



Safety Which? safety score ★★★★★ (10.5) Euro NCAP crash test ★★☆☆☆
Security Theft from 36% Theft of 70%
Ownership Recommend to a friend 61% (36 owners responded)
Troublespots
There were too few survey replies for us to name the troublespots.

Chrysler Voyager/Grand Voyager

The Voyager is one of the biggest MPVs. It's spacious, seating two in the middle row and three in the rearmost seats. In the standard Voyager, you get around 245 litres of boot space with all seats in place. Take out the back row and you have 1,000 litres; remove the middle row, and it's a gigantic 2,300 litres. The Grand Voyager can take up to 2,800 litres and has the easy-to-use 'Stow and Go' seats, which fold into the floor.

Getting in the front or middle seats is easy, but the design of the second row makes climbing into the rearmost seats harder. Seat space and comfort for driver and front passenger is good but the seats lack under-thigh support and there's a lower level of comfort in other seats. The interior is a bit plasticky and general build quality could be better.

The refined 2.8 diesel engine we tested is just powerful enough for this heavy vehicle. Ride quality is reasonably good, but steering doesn't feel precise and should respond more quickly when you have to swerve suddenly.

Which? Verdict

Good for space and flexibility – especially bigger 'Grand' versions. But the Voyager doesn't come cheap and is also quite costly to run.

Engines 2.4 petrol; 2.5 and 2.8 diesel **Gearbox options** 5-speed manual, 4-speed automatic **Body styles** 5-door MPV with 7 seats **Dimensions** 4.81m x 2.00m (inc mirrors) **Insurance groups** 14 to 15 **Running costs (per mile)** 56p to 81p

Evaluation

Reliability
Overall, Chryslers are poor for reliability.

£18,750 to £33,625

Production dates: From Mar 2001

WHICH? ROAD TEST SCORE 69%



Safety Which? safety score n/a Euro NCAP crash test n/a
Security Theft from n/a Theft of n/a
Ownership Recommend to a friend n/a (too few owners responded)
Troublespots
There were too few survey replies for us to name the troublespots.

Citroën Berlingo Multispace

£10,215 to £12,160

Production dates: From Apr 1999

WHICH? ROAD TEST SCORE **71%**

The Citroën Berlingo Multispace has van-like practicality and looks to match. Get it in red and you could be mistaken for driving Postman Pat's wheels.

There's loads of space inside, plenty of headroom front and back and a good amount of legroom, too. There's also lots of boot space – 624 litres, or 2,800 litres if you fold the rear seats down – more than enough for those postbags. It's really easy to load as the boot door is large and the load floor is low and flat, even with the rear seats folded.

Getting into the Berlingo is easy. The rear doors slide open, which is ideal for multi-storey car parks. Once inside though, the build quality isn't the best – cheap plastics rule.

Behind the wheel you'll enjoy a high seating position and good visibility. The Berlingo is an easy drive, although it leans quite a lot in bends. Ride quality is good but you'll feel road bumps when it's fully loaded. Fuel economy is reasonable – we managed 43.5mpg in the 2.0 diesel (now only available used).

Which? Verdict

The Berlingo offers serious space for the money. But the lack of sophistication brings with it only basic safety and security levels.

Engines 1.4 and 1.6 petrol; 1.6 (75/92bhp), 1.9 and 2.0 diesel **Gearbox options** 5-speed manual **Body styles** 5-door MPV **Dimensions** 4.14m x 1.96m (inc mirrors) **Insurance groups** 4 to 5 **Running costs (per mile)** 37p to 38p



Evaluation

Safety Which? safety score ★★☆☆☆ (7.5) Euro NCAP crash test ★★★★★

Security Theft from **24%** Theft of **61%**

Ownership Recommend to a friend **55%** (84 owners responded)

Reliability	Age group	98-00	01-03	04-06	Troublespots
Petrol/Diesel Breakdowns	–	★★★	–	–	2001-2003 Suspension, rainwater seals
Faults	–	★	–	–	
Niggles	–	★★★	–	–	

Citroën C8

£19,535 to £27,120

Production dates: From January 2003

WHICH? ROAD TEST SCORE **76%**

The Citroën C8 is a large MPV which shares components with the Peugeot 807 and Fiat Ulysse. There are seven seats as standard on most models, with an option to specify an eighth. All seats can slide to improve luggage space or legroom, and all but the front two are removable if you want more space.

Loading and unloading the C8 is easy thanks to the flat floor and big tailgate, while getting in and out is made easier for passengers by the rear electric sliding doors that are standard on most models. There's plenty of space but the rear seats don't offer enough under-thigh support.

The C8's build quality is good overall. There's an unusual, attractively styled dashboard, and controls fall easily to hand. The suspension soaks up bumps well, there's little body roll in corners and the steering is responsive and smooth. Handling is good, too. The older 2.2 petrol engine we tested is refined but weak considering the C8's weight. It returned 26.6mpg in our tests.

Which? Verdict

The C8 is a joint venture with Fiat and Peugeot. All three MPVs are spacious and comfy, but questions remain over these makers' reliability.

Engines 2.0 and 2.2 petrol; 2.0 and 2.2 diesel **Gearbox options** 5- or 6-speed manual, 4-speed automatic **Body styles** 5-door MPV with 7 or 8 seats **Dimensions** 4.73m x 2.19m (inc mirrors) **Insurance groups** 10 to 13 **Running costs (per mile)** 57p to 70p



Evaluation

Safety Which? safety score **n/a** Euro NCAP crash test ★★★★★

Security Theft from **n/a** Theft of **n/a**

Ownership Recommend to a friend **n/a** (too few owners responded)

Reliability	Troublespots
Overall, Citroëns are poor for reliability.	There were too few survey replies for us to name the troublespots.

WHICH? CAR 2006/2007 NEW MPVs

Citroën Xsara Picasso

This five-door MPV was launched in June 2000 as Citroën's answer to the Renault Scénic. It seats five and, with 550 litres of boot space, is a good luggage carrier. You can fold forward any of the three rear seats for even more room or take them out completely. Three people can sit in the back without banging shoulders, although tall people might find the seats lack thigh support. Leg- and headroom are good throughout.

The heater lacks power, so the Picasso takes ages to warm up and windows are difficult to demist. On hot days though, the full-length sliding sunroof (an option on some models) should help blow away the cobwebs for those in both the front and rear.

The powerful 2.0 diesel we tested (now available used only) gave 42.2mpg – some way off Citroën's 51.4 claim.

The Picasso's ride quality is one of its fortes – it's compliant and comfy. But the steering isn't precise enough and the relatively large turning circle hampers manoeuvres in tight spaces.

Which? Verdict

It's comfy and practical, but make sure you haggle hard to help offset high depreciation. Check the fuel system if buying a used diesel.

Engines 1.6, 2.0 petrol; 1.6 (92/110bhp) and 2.0 diesel **Gearbox options** 5-speed manual, 4-speed automatic **Body styles** 5-door MPV **Dimensions** 4.28m x 1.75m (not inc mirrors) **Insurance groups** 5 to 9 **Running costs (per mile)** 44p to 45p

Evaluation

Reliability	Age group	98-00	01-03	04-06
Petrol	Breakdowns	–	★★★★★	★★★
	Faults	–	★★★	★★★
	Niggles	–	★★★	★★★
Diesel	Breakdowns	–	★★★	★★★
	Faults	–	★★★	★
	Niggles	–	★★★	★★★

£11,250 to £17,590

Production dates: From June 2000

WHICH? ROAD TEST SCORE 63%



Safety Which? safety score ★★★★★ (9) Euro NCAP crash test ★★★★★

Security Theft from 23% Theft of 66%

Ownership Recommend to a friend 54% (332 owners responded)

Troublespots

2001-2003 Fuel system (diesel), dashboard switches, central locking
2004-2006 Central locking

Fiat Doblo

The Fiat Doblo is a van-based MPV, similar to the Citroën Berlingo and Renault Kangoo. This means you get lots of space for your money but not much in the way of creature comforts, refinement or safety.

Inside the cabin, plastics feel cheap and there are exposed screw heads, but at least it's hard wearing and wipes clean. Visibility is excellent and the large door mirrors help parking. Being van-based, the boot is huge – 750 litres, or 3,000 litres if you fold the back seats. But the large cabin space shows up the weak heating and ventilation system.

On the road, the Doblo is easy to drive, with strong brakes and safe, reassuring handling. The most practical engine choice is the 105bhp 1.9 JTD, which provides reasonably strong performance even when loaded to the rafters. Avoid the 1.2 petrol, which is too weak even with just the driver aboard. It's a false economy anyway – we recorded 33.2mpg, compared with the 1.9 JTD's 38.2mpg (48.7mpg claimed).

Which? Verdict

Cheap and cheerful van-based MPV with some good diesel engines and loads of space. It's a shame safety and security levels are outdated.

Engines 1.2 and 1.4 petrol; 1.3 (70/85bhp), 1.9 and 1.9 JTD (63/105/120bhp) diesels **Gearbox options** 5-speed manual **Body styles** 5-door MPV **Dimensions** 4.25m x 1.72m (not inc mirrors) **Insurance groups** 3 to 6 **Running costs (per mile)** 35p to 41p

Evaluation

Reliability
Overall, Fiats are poor for reliability.

£9,595 to £12,945

Production dates: From Jun 2001

WHICH? ROAD TEST SCORE 71%



Safety Which? safety score ★★★★★ (9) Euro NCAP crash test ★★★★★

Security Theft from 13% Theft of 54%

Ownership Recommend to a friend n/a (too few owners responded)

Troublespots

There were too few survey replies for us to name the troublespots.

Fiat Idea

The Fiat Idea is a small car that prioritises comfort and practicality over driving performance. The engine options aren't particularly powerful and ride quality is only so-so, with the car rumbling over some bumps.

We tested the 70bhp 1.3 16v Multijet diesel. Performance doesn't dazzle but it managed 49.6mpg (Fiat claims 55.4).

It's not especially enjoyable to drive compared with rivals, although like some other small Fiats the steering has a handy 'city mode' – press this button and it becomes very light making the car easier to manoeuvre in town.

Rear seats can be moved into different positions or folded down for more room. Boot space is about average at 320 litres. There's good space for people, especially in the front where it's better than most rivals, and headroom is excellent front and back. Cabin build is not rock solid, though – the plastics used are good quality but things don't feel 100 per cent securely screwed together.

Which? Verdict

More stylish than a Doblo, but even the diesel Idea feels underpowered. Like Fiat's other MPVs, security is poor and safety could be better.

Engines 1.4 petrol; 1.3 (70/90bhp) diesel
Gearbox options 5- or 6-speed manual, 5-speed automatic **Body styles** 5-door small MPV **Dimensions** 3.93m x 1.66m (not inc mirrors) **Insurance groups** 4 to 6 **Running costs (per mile)** 34p to 36p

Evaluation

Reliability

Overall, Fiats are poor for reliability.

Troublespots

There were too few survey replies for us to name the troublespots.

£10,295 to £13,895

Production dates: From Feb 2004

WHICH? ROAD TEST SCORE 67%



Safety Which? safety score ★★☆☆☆ (9) Euro NCAP crash test ★★★★★

Security Theft from 16% Theft of 58%

Ownership Recommend to a friend n/a (too few owners responded)

Fiat Multipla

When the Multipla was launched in January 2000, it was one of the weirdest-looking cars on the road, with a bug-eyed kind of appearance. A face-lift in 2004 introduced a more conventional exterior but kept the clever, wacky interior.

The Multipla has two rows of three seats and a big boot with an impressive 430-litre capacity. You can remove any of the rear seats, fold them down or slide them back or forward. Driver and passenger space is good, although the front middle seat is a bit smaller. Seats seem too firmly padded to make longer journeys comfortable. Head- and legroom are both good, though.

The Multipla feels secure on the road and soaks up most bumps well. We tested the 1.9 diesel – a refined engine that copes with the vehicle's weight but isn't super quick. Using the dashboard-mounted stick to change gears is smooth and easier than you might think. Build quality feels solid enough but is by no means outstanding.

Which? Verdict

The Multipla's once radical looks have been toned down. It's still spacious and quite well built, but safety and security limit its appeal.

Engines 1.6 petrol; 1.9 diesel **Gearbox options** 5-speed manual **Body styles** 5-door MPV **Dimensions** 4.09m x 1.87m (not inc mirrors) **Insurance groups** 8 to 10 **Running costs (per mile)** 44p to 45p

Evaluation

Reliability

Overall, Fiats are poor for reliability.

Troublespots

There were too few survey replies for us to name the troublespots.

£13,370 to £17,245

Production dates: From Jan 2000

WHICH? ROAD TEST SCORE 70%



Safety Which? safety score ★★☆☆☆ (9.5) Euro NCAP crash test ★★☆☆☆

Security Theft from 16% Theft of 58%

Ownership Recommend to a friend 64% (39 owners responded)

WHICH? CAR 2006/2007 NEW MPVs

Ford Focus C-Max

The Focus C-Max goes head to head with the Citroën Xsara Picasso and Renault Scénic. It has five seats, but space in the back isn't great for tall people, especially if they're sitting behind someone of a similar height. The rear cabin is quite wide but it's still a squeeze for three adults. You can fold the centre seat out of the way and move the other two back and in to increase space. But apart from this centre seat at the back, it's comfortable for passengers.

Boot space is very good with the seats in place, at 550 litres. And it grows to an impressive 1,620 litres with the rear seats down. You can also remove the seats completely but it's a bit fiddly.

The 2.0-litre diesel gives plenty of pulling power and works well with the six-speed manual gearbox to deliver strong performance. It's fairly civilised but can get rough if you rev it hard. Ride and handling are both good, too.

Although the quality of plastics could be better, the cabin feels solid enough.

Which? Verdict

A small MPV in the literal sense, with limited passenger space. And, while safety is good, the C-Max is the least reliable new MPV in our survey.

Engines 1.6 (100/115bhp), 1.8 and 2.0 petrol; 1.6 (90/109bhp), 1.8 and 2.0 diesel **Gearbox options** 5- or 6-speed manual, 4- or 5-speed automatic **Body styles** 5-door MPV **Dimensions** 4.33m x 2.02m (inc mirrors) **Insurance groups** 5 to 12 **Running costs (per mile)** 44p to 50p

Evaluation

Reliability	Age group	98-00	01-03	04-06
Petrol/Diesel Breakdowns		–	–	★
Faults		–	–	★
Niggles		–	–	★

£13,695 to £19,395
Production dates: From Oct 2003

WHICH? ROAD TEST SCORE **76%**



Safety Which? safety score ★★★★★ (11.5) Euro NCAP crash test ★★★★★

Security Theft from **58%** Theft of **75%**

Ownership Recommend to a friend **50%** (101 owners responded)

Troublespots

2004-2006 Exhaust system, engine management system/ECU, audio equipment, washers/wipers, braking system, rainwater seals

Honda FR-V

The good-looking FR-V is quite unusual in seating three in the front. Be warned that this may feel quite cramped, especially if you are unlucky enough to end up sitting in the middle.

There are also three seats in the back, and there you should find that head- and legroom are good.

The rear seats fold right down to create a flat floor and 1,049 litres of space – about average for the class. With the seats up you get 439 litres.

The 2.0-litre petrol is powerful and its excellent smoothness and refinement also impress. The six-speed manual box is a gem. We managed 32.1mpg in the petrol, but the diesel fared better at 40.4mpg. Ride quality is decent – the car holds the road well in corners and takes most bumps in its stride. The responsive steering gives good road feel and makes light work of tight spots.

The FR-V is solidly built with high-quality materials and, with Honda top of our reliability charts, a hassle-free ownership experience is on the cards.

Which? Verdict

With its unusual six-seat layout and quirky interior design, the FR-V combines decent space, a good drive and Honda's great build quality.

Engines 1.7 and 2.0 petrol; 2.2 diesel **Gearbox options** 5- or 6-speed manual **Body styles** 5-door MPV with 6 seats **Dimensions** 4.29m x 2.11m (inc mirrors) **Insurance groups** 8 to 11 **Running costs (per mile)** 41p to 53p

Evaluation

Reliability
Overall, Hondas are excellent for reliability.

£15,390 to £21,040
Production dates: From Nov 2004

WHICH? ROAD TEST SCORE **77%**



Safety Which? safety score ★★★★★ (10.5) Euro NCAP crash test ★★★★★

Security Theft from **53%** Theft of **76%**

Ownership Recommend to a friend **n/a** (too few owners responded)

Troublespots

There were too few survey replies for us to name the troublespots.

Hyundai Matrix

The Hyundai Matrix is a mid-sized MPV that lacks certain qualities you might expect of the breed. The rear seats aren't removable, for example, and you can't add a third row of seats as you can on some mid-sized people carriers.

The good news is it's easy to get into and once you're in, you'll find plenty of room for four people. Legroom, cabin width and headroom are all generous. The driver's visibility is good, too, although there's little choice if you want to change your seating position.

Boot space is about average, but if you fold the rear seats down, you have a decent 1,284 litres. The Matrix is easy to load, thanks to the large boot opening and loading-lip design. The 1.6 engine we tested gives OK performance but it's no racer. It's pleasantly refined, though, and the five-speed manual box is slick. The Matrix feels secure on the road, handles easily and isn't fazed by road bumps. Build quality is good and Hyundai is a reliable brand, so all bodes well for hassle-free ownership.

Which? Verdict

The Matrix is not as flexible as some but it's popular with owners. Hyundai is confident enough about reliability to provide a five-year warranty.

Engines 1.6 and 1.8 petrol; 1.5 diesel
Gearbox options 5-speed manual, 4-speed automatic
Body styles 5-door MPV
Dimensions 4.03m x 1.74m (not inc mirrors)
Insurance groups 6 to 9
Running costs (per mile) 35p to 44p

Evaluation

Reliability

Overall, Hyundais are excellent for reliability.

Troublespots

There were too few survey replies for us to name the troublespots.

£10,995 to £13,070

Production dates: From Oct 2001

WHICH? ROAD TEST SCORE **68%**



Safety Which? safety score ★★☆☆☆ (9.5) Euro NCAP crash test n/a

Security Theft from 14% Theft of 54%

Ownership Recommend to a friend 68% (31 owners responded)

Mazda 5

The 5 is Mazda's latest foray into the MPV class – and rather good it is, too.

Inside there are seven seats, although the two folding seats in the third row and the centre one in the middle row are small and uncomfortable for most adults. Space for driver and front passenger is very good, as it is in the outermost seats in the second row, especially if you slide the seats back. The third row is really suitable only for people up to around five feet tall.

Boot space is a tiny 112 litres with all seats occupied, but fold the third row down and you have a very handy 857 litres. Sliding rear doors and a large glove box are also major boons.

Power is supplied by either a 2.0 diesel with a six-speed manual box, or five-speed 1.8 and 2.0 petrol units. We were especially impressed with the diesel – it is very powerful yet smooth. The 2.0 petrol is also quick. Ride quality and handling on all models are assured, especially if you go for a 'Sport' model with standard electronic stability control.

Which? Verdict

A new entrant to this tough sector, the 5 is a winner for safety, security and versatility. Mazda's renowned reliability record bodes well, too.

Engines 1.8 and 2.0 petrol; 2.0 diesel
Gearbox options 5- or 6-speed manual
Body styles 5-door MPV with 7 seats
Dimensions 4.51m x 1.76m (not inc mirrors)
Insurance groups 6 to 8
Running costs (per mile) 42p to 52p

Evaluation

Reliability

Overall, Mazdas are excellent for reliability.

Troublespots

There were too few survey replies for us to name the troublespots.

£14,350 to £19,600

Production dates: From Jul 2005

WHICH? ROAD TEST SCORE **76%**



Safety Which? safety score ★★★★★ (11) Euro NCAP crash test ★★★★★

Security Theft from 56% Theft of 77%

Ownership Recommend to a friend n/a (too few owners responded)

WHICH? CAR 2006/2007 NEW MPVs

Mitsubishi Grandis

Despite the slightly naff name, the Grandis is actually a rather stylish six- or seven-seat MPV, depending on whether you choose two individual rear seats or the bench option. It looks ideal for those not wanting to sacrifice style for space.

Unfortunately, engine choice is limited to just one petrol or diesel. The former is too thirsty (30.1mpg claimed) without being particularly fast, while the diesel engine we tested returned a creditable 39.8mpg (Mistubishi claims it will do 43.0mpg). But it creates a fair amount of vibration, which doesn't subside once the engine warms up. The heating system is a bit limp, making winter mornings less than fun.

The big doors make access fairly easy, although the third row of seats is a bit squashed and only good for people less than 5'9" tall. With these rearmost seats folded down, boot space is 320 litres – rising to 1,545 litres with the second row folded, too. A clever seat linkage means folding the seats is easy, creating a flat, practical load space.

Which? Verdict

One of the more stylish large MPVs but let down by a limited choice of engines. Reliability should be good, though, and prices are fair.

Engines 2.4 petrol; 2.0 diesel **Gearbox options** 5- or 6-speed manual, 4-speed automatic **Body styles** 5-door MPV with 6 or 7 seats **Dimensions** 4.77m x 1.80m (not inc mirrors) **Insurance groups** 13 to 15 **Running costs (per mile)** 52p to 62p

Evaluation

Reliability
Overall, Mitsubishi are excellent for reliability.

£18,524 to £23,744

Production dates: From Jul 2004

WHICH? ROAD TEST SCORE 65%



Safety Which? safety score n/a Euro NCAP crash test n/a
Security Theft from n/a Theft of n/a
Ownership Recommend to a friend n/a (too few owners responded)
Troublespots
There were too few survey replies for us to name the troublespots.

Renault Espace/Grand Espace

The Espace, launched in 1984, was the first MPV on the roads. The latest version, introduced in 2003, is among the best, combining space, versatility and a good driving experience.

Front and rear seats are spacious. You get six or seven seats depending on which version you go for. If you remove the rear seats, boot space is cavernous – near the top of the class.

The powerful 2.0-litre turbo engine can deliver sprightly performance and the Espace's handling and road-holding mean it's assured and fun to drive. It is a well-put-together vehicle with some novel design features, including remote-control operation of some functions and a clever sliding-flap petrol filler instead of the normal twist-off cap.

Safety standards are high, too. It scores five out of five in the Euro NCAP crash test for adult occupant protection. One downside is that Renault doesn't do too well in our reliability survey.

The Grand Espace offers more space than the standard model, but at a price.

Which? Verdict

Renault's king-sized MPV is safe and does most things well. But the brand's poor reliability record is a concern, and it can be costly to run.

Engines 2.0, 2.0 turbo and 3.5 petrol; 1.9, 2.0 and 2.2 diesel **Gearbox options** 6-speed manual, 5-speed semi-auto **Body styles** 5-door MPV with 6 or 7 seats **Dimensions** 4.66m x 2.10m (inc mirrors) **Insurance groups** 10 to 16 **Running costs (per mile)** 53p to 97p

Evaluation

Reliability
Overall, Renaults are poor for reliability.

£19,825 to £35,725

Production dates: From Feb 2003

WHICH? ROAD TEST SCORE 78%



Safety Which? safety score n/a Euro NCAP crash test ★★★★★
Security Theft from n/a Theft of n/a
Ownership Recommend to a friend n/a (too few owners responded)
Troublespots
There were too few survey replies for us to name the troublespots.

Renault Kangoo

The Renault Kangoo is a practical van-based small MPV with rear sliding doors, similar to its French rival the Citroën Berlingo Multispace.

Like the Citroën, it has a very large boot (650 litres with the rear seats up, or 2,600 with the seats down) which is easy to load and unload.

The space for driver and passengers is good, particularly the headroom – though that is unsurprising in such a tall car. The tallness affects ride comfort, though, and there is a certain amount of body lean in corners. The suspension copes well with most bumps but you'll feel them more when the car is fully loaded. We tested the Kangoo with the less powerful of the two 1.5 diesel engines, the 68bhp. It's smooth enough but we found it lacks pulling power, which could be a problem if you often carry lots of weight.

The Kangoo's build quality could be better, and Renault brand reliability is historically poor, so keep your fingers crossed if you buy one.

Which? Verdict

The Kangoo is cheap but its owners aren't so cheerful. Reliability could be suspect, and it also falls short of Renault's usual safety standards.

Engines 1.2 and 1.6 petrol; 1.5 (68/84bhp) diesel **Gearbox options** 5-speed manual, 4-speed automatic **Body styles** 5-door MPV **Dimensions** 4.04m x 2.03m (inc mirrors) **Insurance groups** 4 to 5 **Running costs (per mile)** 34p to 39p

Evaluation

Reliability

Overall, Renaults are poor for reliability.

Troublespots

There were too few survey replies for us to name the troublespots.

£9,910 to £12,010

Production dates: From Oct 1999

WHICH? ROAD TEST SCORE **66%**



Safety Which? safety score ★★★☆☆ (8.5) Euro NCAP crash test ★★★★★

Security Theft from **21%** Theft of **62%**

Ownership Recommend to a friend **47%** (34 owners responded)

Renault Scénic/Grand Scénic

The Scénic is a competent all-rounder on a par with top competitors for safety and security, and with the space and versatility now demanded by buyers in this fiercely fought sector.

Balanced handling and precise steering make for good stability. The suspension is fairly stiff and the ride isn't unpleasant at cruising speeds, but it can be a little more jarring on poorer roads and at lower speeds.

The 1.6 petrol we tested was smooth, but it lacks power and we had to work the five-speed gearbox hard to get the most out of it. Choose the 2.0 petrol or 1.9 diesel, both with six-speed boxes, for confident family cruising.

Space is good for five and there's a decent boot. It's cavernous for the seven-seat Grand Scénic, as long as you aren't using the two fold-up rear seats. These are best suited to small children or short journeys.

However, Scénic reliability reflects Renault's poor record. Diesel models, in particular, give owners headaches.

Which? Verdict

The Scénic sets a pace for safety, security and innovative design, but the diesels seem unreliable. Petrol models are worth a look, though.

Engines 11.4, 1.6 and 2.0 (136/165 bhp) petrol; 1.5 (80/100 bhp) and 1.9 (120/130/140 bhp) diesel **Gearbox options** 5- or 6-speed manual, 4-speed auto **Body styles** 5-door MPV with 5 or 7 seats (Grand Scénic) **Dimensions** 4.26m x 2.09m (inc mirrors) **Insurance groups** 4 to 8 **Running costs (per mile)** 43p to 55p

Evaluation

Reliability

	Age group	98-00	01-03	04-06
Petrol	Breakdowns	—	—	★★★
	Faults	—	—	★★★
	Niggles	—	—	★★★
Diesel	Breakdowns	—	—	★
	Faults	—	—	★
	Niggles	—	—	★

Troublespots

2004-2006 Fuel system (diesel), some engine electrics (petrol), some engine electrics (diesel), electric windows, alarm, some other interior equipment

£13,915 to £20,415

Production dates: From Sep 2003

WHICH? ROAD TEST SCORE **75%**



Safety Which? safety score ★★★★★ (11) Euro NCAP crash test ★★★★★

Security Theft from **49%** Theft of **82%**

Ownership Recommend to a friend **58%** (195 owners responded)

WHICH? CAR 2006/2007 NEW MPVS

Seat Alhambra

The Alhambra is the least well-known sibling of Ford's old Galaxy and VW's Sharan. It's also the cheapest of the three. Although the design is dated, there are a few things going for the Alhambra, not least lots of interior space and a strong diesel engine.

The rear seats can be removed individually, or you can fold the back rests down to create 'table' space. The seats are a bit heavy to lift out but the extra space comes in handy, especially on a garden-centre run – the boot holds 2,610 litres with all the seats removed.

The 1.9 diesel engine might seem short on capacity but its 115bhp output is plenty; indeed, careless use of the throttle pedal will result in wheel spin. The six-speed gearbox keeps engine speeds low on the motorway, which makes for good cruising. Economy is OK, too – we achieved 39.8mpg compared with Seat's figure of 43.5.

Handling is extremely good for such a large, tall vehicle but, as you'd expect, it gets a bit roly-poly when fully loaded.

Which? Verdict

A versatile seven-seat MPV, offering good value for money. It suffers from too many faults but breakdowns are thankfully few. It's a hit with owners.

Engines 1.8T, 2.0 and 2.8 V6 petrol; 1.9 (115/130 bhp) and 2.0 diesel **Gearbox options** 6-speed manual, 5-speed semi-automatic **Body styles** 5-door MPV with 7 seats **Dimensions** 4.63m x 2.14m (inc mirrors) **Insurance groups** 11 to 15 **Running costs (per mile)** 46p to 55p

Evaluation

Reliability	Age group	98-00	01-03	04-06
Petrol/Diesel Breakdowns		–	★★★★★	–
Faults		–	★	–
Niggles		–	★★★	–

£16,265 to £21,595
Production dates: From Nov 1996

WHICH? ROAD TEST SCORE 68%



Safety	Which? safety score	n/a	Euro NCAP crash test	n/a
Security	Theft from	n/a	Theft of	n/a
Ownership	Recommend to a friend	76%	(70 owners responded)	
Troublespots	2001-2003 Electric windows, air conditioning, suspension			

Seat Altea

The Altea is Seat's small MPV. It has a good range of engines including two performance 2.0-litre units, one petrol and one diesel, for those wanting more oomph. It achieved the full five stars in the Euro NCAP crash test.

Getting in is easy thanks to the tall body and large doors. Inside it's well built and spacious. There are three seats in the back but the centre one is small and uncomfortable for long trips.

Boot space is average for the class. Removing a panel on the floor reveals 105 more litres of space, making 409 in all. Folding the rear seats down creates a flat floor and more than doubles space.

We tested the 1.6 petrol and 1.9 diesel versions, both fitted with optional sports chassis. This minimises body tilt in corners but makes the car feel firm, so when you go over bumps you know about it. The 1.6 petrol is quiet, just powerful enough but surprisingly thirsty. The 1.9 diesel pulls better but is noisy and unrefined. All Alteas have light steering and are easy to handle.

Which? Verdict

The Altea scores well for safety and security and delivers a decent drive, too. If it can buck Seat's poor record for reliability, it could be a contender.

Engines 1.6 and 2.0 (150/200bhp) petrol; 1.9 and 2.0 (140/170bhp) diesel **Gearbox options** 5- or 6-speed manual, 6-speed semi-automatic (Tiptronic or DSG) **Body styles** 5-door MPV **Dimensions** 4.28m x 1.77m (not inc mirrors) **Insurance groups** 4 to 13 **Running costs (per mile)** 37p to 51p

Evaluation

Reliability
Overall, Seats are poor for reliability.

£11,865 to £17,795
Production dates: From Jun 2004

WHICH? ROAD TEST SCORE 70%



Safety	Which? safety score	★★★★☆ (11)	Euro NCAP crash test	★★★★★
Security	Theft from	54%	Theft of	80%
Ownership	Recommend to a friend	n/a	(too few owners responded)	
Troublespots	There were too few survey replies for us to name the troublespots.			

Toyota Verso

The Verso (formerly Corolla Verso) may have seven seats but three are big enough only for children. Try fitting an adult in one of the two fold-up seats at the very back or in the middle seat of the second row and you could be in for a nasty surprise. But elsewhere space is fine and cabin build quality is good.

Boot space is excellent, and the second- and third-row seats can be folded down to create a flat floor. But the glove box is small and cubbyhole space for knick-knacks is limited too.

The 1.8 petrol we tested lacks oomph considering the car's weight, and fuel economy of 34mpg isn't great. But the engine is smooth and quiet and gear changes slick. The diesels are better.

The Verso feels stable even when cornering but you feel bumps at high speed. It handles well and steering is nice and light but a large turning circle makes manoeuvres in tight spots tricky. You can specify parking aids but avoid the rear camera – it doesn't work very well. Go for parking sensors instead.

Which? Verdict

The Verso won't seat seven adults but is ideal for families and makes good use of space. It's OK for safety and security, and owners rate it.

Engines 1.6 and 1.8 petrol; 2.2 (134/175bhp) diesel **Gearbox options** 5- or 6-speed manual, MultiMode semi-automatic **Body styles** 5-door MPV with 7 seats **Dimensions** 4.41m x 1.71m (not inc mirrors) **Insurance groups** 5 to 11 **Running costs (per mile)** 39p to 53p

Evaluation

Reliability	Age group	98-00	01-03	04-06
Petrol/Diesel Breakdowns		–	–	★★★
Faults		–	–	★★★
Niggles		–	–	★★★

£14,015 to £20,920

Production dates: From May 2004

WHICH? ROAD TEST SCORE **75%**



Safety Which? safety score ★★★★★ (10) Euro NCAP crash test ★★★★★

Security Theft from **27%** Theft of **76%**

Ownership Recommend to a friend **76%** (49 owners responded)

Troublespots

2004-2006 None

Vauxhall Zafira

Vauxhall virtually cornered the market with its previous Zafira, whose trump card was a flat-folding third row of seats. This version features the same 'Flex-7' seating, together with more refinements such as a six-speed semi-auto gearbox option. We tested this in the 120bhp 1.9 diesel but you should really choose the manual unless auto transmission is vital. Performance is only so-so and we averaged a disappointing 38.2mpg.

Still, there are plenty of other engines to choose from and a bewildering array of trim options. Higher-spec versions feature curtain airbags as standard, otherwise they're a £200 option – try to negotiate these into the sale price.

Based as it is on the Astra, the Zafira drives very well with strong brakes and keen handling. But when parking, watch out for the large turning circle. The thick front pillars also hinder visibility. The boot is flexible: the middle row of seats slides forward and back and, with the third row folded, space hits 645 litres. But with seven on board there's just 140 litres.

Which? Verdict

Vauxhall knows how to make MPVs, as shown by the first Zafira. Safety is good, but the Zafira must match or better Vauxhall's reliability record.

Engines 1.6, 1.8, 2.0, 2.0 turbo (200/240bhp) and 2.2 petrol; 1.9 (120/150bhp) diesel **Gearbox options** 5- or 6-speed manual, 6-speed semi-auto **Body styles** 5-door MPV with 7 seats **Dimensions** 4.47m x 2.03m (inc mirrors) **Insurance groups** 5 to 15 **Running costs (per mile)** 38p to 56p

Evaluation

Reliability
Overall, Vauxhalls are average for reliability.

£12,995 to £22,145

Production dates: From Jul 2005

WHICH? ROAD TEST SCORE **72%**



Safety Which? safety score ★★★★★ (11.5) Euro NCAP crash test ★★★★★

Security Theft from **32%** Theft of **60%**

Ownership Recommend to a friend **n/a** (too few owners responded)

Troublespots

There were too few survey replies for us to name the troublespots.

WHICH? CAR 2006/2007 NEW MPVs

Volkswagen Golf Plus

Sitting between the standard Golf and the Touran in VW's range, the Golf Plus is a five-seat MPV with lots of room for passengers and luggage. The tall body also has another advantage – it's a lot easier to get in and out of than the Golf.

The 1.6 petrol struggles to drag the heavy body along and economy suffers – we measured 36.2mpg versus VW's claim of 38.2. The clever 140bhp 1.4 TSI could be a wolf in sheep's clothing. But we think the 105bhp 1.9 diesel is the best bet – it offers effortless performance and a 46.3mpg average (VW claims 50.4). Only poor sound insulation and the engine's slow warm-up let it down.

Like most VWs, the interior is a nice place to be, with expensive-feeling plastics combining well with tasteful instruments and controls. And, like the Golf it's based on, the Plus handles well without compromising the supple ride quality. Overall, the Golf Plus is an interesting alternative to a normal estate (not offered in the Golf range) and may make sense for family motoring.

Which? Verdict

The Golf Plus feels well built and is good to drive, especially if you go for an economical diesel. But the engines do make themselves heard.

Engines 1.4 (80/90/140bhp), 1.6 and 2.0 petrol; 1.9 (90/105bhp) and 2.0 diesel
Gearbox options 5- or 6-speed manual, 6-speed automatic, 6-speed semi-automatic
Body styles 5-door MPV
Dimensions 4.21m x 1.96m (inc mirrors)
Insurance groups 4 to 13
Running costs (per mile) 37p to 48p

Evaluation

Reliability
Overall, Volkswagens are average for reliability.

£12,995 to £19,890

Production dates: From Jun 05

WHICH? ROAD TEST SCORE 73%



Safety Which? safety score n/a Euro NCAP crash test n/a
Security Theft from n/a Theft of n/a
Ownership Recommend to a friend n/a (too few owners responded)
Troublespots
There were too few survey replies for us to name the troublespots.

Volkswagen Touran

The Touran is a practical seven seater. It carries three in the second-row seats and two in the back, although legroom in rows two and three isn't huge. It's also available as a five seater second-hand.

There are lots of possibilities for getting the right balance between luggage carrying and people comfort, such as removing individual seats, folding them right down and sliding the second row forward or back.

The Touran won't set sporty drivers' pulses racing. None of the models in the range does 0-60mph in less than ten seconds, but the drive feels assured, cornering is stable, ride quality comfy and the steering feels responsive. The refined 105bhp 1.9 diesel we tested is just powerful enough, and the clever six-speed semi-automatic DSG gearbox shifts gears quickly and smoothly.

The Touran is a little more expensive than some rivals when new but should hold its value well in the long run. Safety is excellent – it scores five stars in both our inspections and Euro NCAP's tests.

Which? Verdict

First-rate safety and inventive use of space make the Touran worth a look. But it may not keep thieves at bay and has many annoying niggles.

Engines 1.4, 1.6 (102/115bhp) and 2.0 petrol; 1.9 (90/105bhp) and 2.0 diesel
Gearbox options 5- or 6-speed manual, 6-speed semi-auto (Tiptronic or DSG)
Body styles 5-door MPV with 5 or 7 seats
Dimensions 4.39m x 2.07m (inc mirrors)
Insurance groups 6 to 9
Running costs (per mile) 40p to 51p

Evaluation

Reliability	Age group	98-00	01-03	04-06
Petrol/Diesel	Breakdowns	–	–	★★★
	Faults	–	–	★★★
	Niggles	–	–	★

£14,520 to £22,645

Production dates: From Aug 2003

WHICH? ROAD TEST SCORE 77%



Safety Which? safety score ★★★★★ (12) Euro NCAP crash test ★★★★★
Security Theft from 24% Theft of 74%
Ownership Recommend to a friend 64% (75 owners responded)
Troublespots
2004-2006 Central locking, audio equipment

KEY: Reliability ★ = poor; ★★ = average; ★★★ = good Security 0 to 19% = very poor; 20 to 39% = poor; 40 to 59% = fair; 60 to 79% = good; 80 to 100% = excellent Safety Which? score Cross-sector rating. Euro NCAP Sector-specific rating. The more stars, the safer the car.

Ford Galaxy

Up to £16,400 Production dates: From Jun 1995 to summer 2006



Which? Verdict

Recently replaced by an all-new Galaxy, which looks promising. Patchy reliability and a long list of troublespots mean you're better off buying a used Seat Alhambra.

Engines 2.3 and 2.8 petrol; 1.9 (89/113/128/143bhp) diesel **Gearbox options** 5- or 6-speed manual, 4- or 5-speed auto **Body styles** 5-door MPV with 7 seats **Dimensions** 4.65m x 2.15m (inc mirrors) **Insurance groups** 10 to 16

Evaluation		Reliability	Age group	98-00	01-03	04-06
		Petrol/Diesel Breakdowns	★	★★★	★★★	
		Faults	★	★	★★★	
		Niggles	★	★	★★★	
Which? score n/a						
Euro NCAP crash test n/a						
Security						
Theft from		n/a				
Theft of		n/a				
Ownership						
Recommend to a friend		50%				
(142 owners responded)						
Troublespots						
1998-2000 Fuel system, battery, some other engine electrics, electric windows, washers/wipers, some other non-engine electrics, air conditioning, paintwork chipped/lost shine 2001-2003 Some non-engine electrics, air conditioning, braking system, suspension, seats/seat adjusters 2004-2006 None						

Kia Sedona

£2,800 to £14,400 Production dates: From Sep 1999 to summer 2006



Which? Verdict

The Sedona offers cheap multi-person transport, and Kia's good reliability helps owners warm to it. But the dismal crash-test result means it's best avoided.

Engines 2.5 (147/162bhp) petrol; 2.9 (125/143bhp) diesel **Gearbox options** 5-speed manual, 4-speed auto **Body styles** 5-door MPV with 7 seats **Dimensions** 4.89m x 1.90m (not inc mirrors) **Insurance groups** 10 to 11

Evaluation	Reliability
	Overall, Kias are good for reliability.
Safety	
Which? score n/a	
Euro NCAP crash test ★★☆☆☆	
Security	
Theft from	n/a
Theft of	n/a
Ownership	
Recommend to a friend	70%
(44 owners responded)	
Troublespots	
There were too few survey replies for us to name the troublespots.	

Mazda Premacy

£2,500 to £7,400 Production dates: From Jun 1999 to Jul 2004



Which? Verdict

The forerunner of the excellent new Mazda 5, but not in the same league for safety or security. Owners think it's OK, though, and it's likely to be reliable.

Engines 1.8 (99/113bhp) and 2.0 petrol; 2.0 diesel **Gearbox options** 5-speed manual, 4- or 5-speed auto **Body styles** 5-door small MPV **Dimensions** 4.34m x 1.71m (not inc mirrors) **Insurance groups** 6 to 7

Evaluation	Reliability
	Overall, Mazdas are excellent for reliability.
Safety	
Which? score ★★★☆☆ (9.5)	
Euro NCAP crash test ★★★☆☆	
Security	
Theft from	11%
Theft of	59%
Ownership	
Recommend to a friend	59%
(32 owners responded)	
Troublespots	
There were too few survey replies for us to name the troublespots.	

Mitsubishi Space Star

£1,900 to £8,400 Production dates: From Jan 1999 to 2004



Which? Verdict

Mitsubishis tend to have excellent reliability, so the Space Star might be worth a look. But safety can't match modern standards and car thieves will make short work of it.

Engines 1.3 (80/81/84bhp), 1.6 (96/111 bhp) and 1.8 (112/121bhp) petrol; 1.9 (101/115bhp) diesel **Gearbox options** 5-speed manual, 4-speed auto **Body styles** 5-door MPV **Dimensions** 4.03m x 1.70m (not inc mirrors) **Insurance groups** 7 to 10

Evaluation	Reliability
	Overall, Mitsubishi are excellent for reliability.
Safety	
Which? score ★★★☆☆ (8.5)	
Euro NCAP crash test ★★★☆☆	
Security	
Theft from	8%
Theft of	60%
Ownership	
Recommend to a friend	51%
(51 owners responded)	
Troublespots	
There were too few survey replies for us to name the troublespots.	

WHICH? CAR 2006/2007 USED MPVs

Nissan Almera Tino

£3,100 to £12,100 Production dates: From Aug 2000 to Oct 2005



Which? Verdict

It's certainly no looker, but the Almera Tino represents good value for money. This ageing five-seat MPV is fairly safe and secure, with passable reliability, too.

Engines 1.8 (111/114bhp) and 2.0 petrol; 2.2 (111/114/134bhp) diesel **Gearbox options** 5-speed manual, 4-speed auto **Body styles** 5-door MPV **Dimensions** 4.27m x 1.76m (not inc mirrors) **Insurance groups** 5 to 10

Evaluation	Reliability	Age group	98-00	01-03	04-06
	Petrol/Diesel Breakdowns		—	★★★	★★★
	Faults		—	★★★	★★★
	Niggles		—	★★★	★★★
Safety					
Which? score	★★★★☆	(10.5)			
Euro NCAP crash test	★★★★☆				
Security					
Theft from	37%				
Theft of	71%				
Ownership					
Recommend to a friend	63%				
(128 owners responded)					
	Troublespots				
	2001-2003 Lights				
	2004-2006 None				

Renault Scénic

Up to £8,600 Production dates: From May 1997 to Sep 2003



Which? Verdict

The Scénic kicked off the trend for small MPVs, changing the market forever. But it's certainly troublesome and there are now plenty of better alternatives.

Engines 1.4, 1.6, 1.8 and 2.0 petrol; 1.9 (80/100/105bhp) diesel **Gearbox options** 5-speed manual, 4-speed auto **Body styles** 5-door MPV **Dimensions** 4.14m x 1.72m (not inc mirrors) **Insurance groups** 5 to 12

Evaluation	Reliability	Age group	98-00	01-03	04-06
	Petrol/Diesel Breakdowns		★	★	—
	Faults		★★★	★★★	—
	Niggles		★	★	—
Safety					
Which? score	★★★☆☆	(9.5)			
Euro NCAP crash test	★★★★☆				
Security					
Theft from	34%				
Theft of	68%				
Ownership					
Recommend to a friend	49%				
(364 owners responded)					
	Troublespots				
	1998-2000 Exhaust system, cooling system, ignition system, some other engine electrics, cam belt, some heating/ventilation components, some gear/clutch components, suspension				
	2001-2003 Fuel system, immobiliser, ignition system, engine management system/ECU, some other engine electrics, braking system				

Toyota Previa

£6,500 to £20,200 Production dates: From Jul 2000 to Sep 2005



Which? Verdict

If space is a primary need, the seven- or eight-seat Previa could be the choice for you. Owners rate it highly but reliability falls short of Toyota's high standards.

Engines 2.4 petrol; 2.0 diesel **Gearbox options** 5-speed manual, 4-speed auto **Body styles** 5-door MPV with 7 or 8 seats **Dimensions** 4.75m x 1.79m (not inc mirrors) **Insurance groups** 11 to 12

Evaluation	Reliability	Age group	98-00	01-03	04-06
	Petrol/Diesel Breakdowns		—	★★★	—
	Faults		—	—	—
	Niggles		—	★	—
Safety					
Which? score	n/a				
Euro NCAP crash test	★★★★☆				
Security					
Theft from	n/a				
Theft of	n/a				
Ownership					
Recommend to a friend	75%				
(44 owners responded)					
	Troublespots				
	2001-2003 Fuel system, braking system				

Vauxhall Zafira

£3,000 to £14,600 Production dates: From May 1999 to Apr 2005



Which? Verdict

This popular, versatile workhorse matches Vauxhall's average brand reliability record. But it's behind the times for protecting occupants in a crash.

Engines 1.6 (92/99bhp), 1.8 (113/123bhp), 2.0 and 2.2 (142/145bhp) petrol; 1.6 and 1.8 LPG; 2.0 (81/99bhp) diesel **Gearbox options** 5-speed manual, 4-speed auto **Body styles** 5-door MPV with 7 seats **Dimensions** 4.32m x 2.00m (inc mirrors) **Insurance groups** 5 to 14

Evaluation	Reliability	Age group	98-00	01-03	04-06
	Petrol Breakdowns		★★★	★★★	★★★
	Faults		★★★	★★★	★★★
	Niggles		★★★	★★★	★★★
Safety					
Which? score	★★★☆☆	(9)			
Euro NCAP crash test	★★★☆☆				
Security					
Theft from	27%				
Theft of	58%				
Ownership					
Recommend to a friend	63%				
(331 owners responded)					
	Troublespots				
	1998-2000 Lights, some other interior equipment				
	2001-2003 Engine management system/ECU (petrol), alarm, braking system				
	2004-2006 None				