



2021





Adult Occupant



93%





Safety Assist

89%

Vulnerable Road Users



76%



85%

SPECIFICATION

Tested Model	Volkswagen ID.4, rear drive, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	2029kg
VIN From Which Rating Applies	- all VW ID.4s
Class	Small Off-Road

ADVANCED REWARDS

2020 - Volkswagen Local Hazard Warning



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	•	•	×
Centre Airbag	•	•	×
CHILD PROTECTION			
Isofix	_	•	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•		

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	
AEB Car-to-Car incl. Turn Across Path	
AEB Pedestrian - Reverse	×
Speed Assistance	
Lane Assist System	

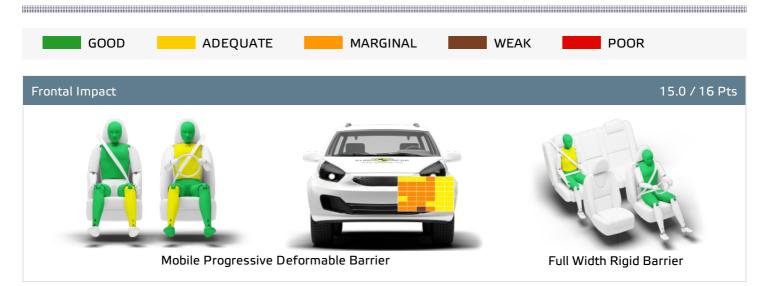
Note: Other equipment may be available on the vehicle but was not considered in the test year.

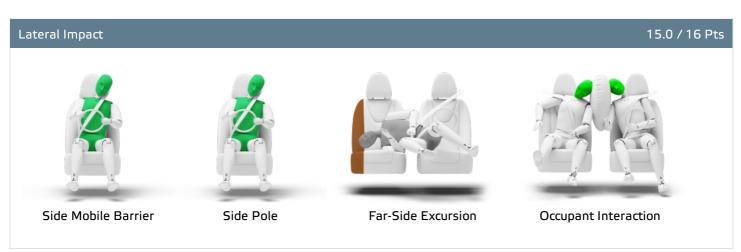
- Fitted to the vehicle as standard Fitted to the vehicle as part of the safety pack
- O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available Not applicable

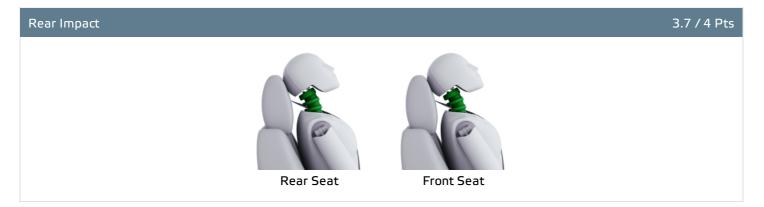




Total 35.6 Pts / 93%











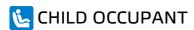
Total 35.6 Pts / 93%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication	no				2.0 / 2 Pts
	Rescue Sho	eet Available, ISO co	ompliant		PDF
	Advanced e	Call Available			
	Multi Collision Bra	ake Available			

Comments

The passenger compartment of the ID.4 remained stable in the frontal offset test. Dummy readings showed good protection or adequate for all critical body regions of the driver and passenger. VW showed that good protection would be provided also to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deformable barrier used in the frontal offset test revealed a small area of high deformation. However, the deceleration profile of the trolley on which the barrier was mounted showed that the ID.4 would not be an aggressive crash opponent. In both the side barrier and side pole tests, the car provided good protection to all critical body regions and scored maximum points. Occupant excursion in a far-side impact was rated as weak. The ID.4 has, as standard, a centre-mounted airbag which protects the driver and front passenger from hard mutual contact in the event of a side crash. Euro NCAP's test showed that the airbag offers good protection for the heads of the front occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection.





Total 44 Pts / 89%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Römer Kidfix* Restraint for 10 year old child: *Britax Römer Kidfix*

Safety Features 8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•	•	×
i-Size	•	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12.0 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 44 Pts / 89%

Universal Belted CRS











Total 44 Pts / 89%

		Seat Position		
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	•	•	_	•
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	•	•	_	•
BeSafe iZi Kid X2 i-Size (i-Size)	•	•	_	•
Britax Römer TriFix2 i-Size (i-Size)	•	•	_	•
BeSafe iZi Flex FIX i-Size (i-Size)	•	•	_	•
BeSafe iZi Combi X4 ISOfix (ISOFIX)	•	•	_	•
Cybex Solution Z (ISOFIX)	•	•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & Easyfix (Belt)	•	•	×	•
Britax Römer King II LS (Belt)	•	•	•	•
Cybex Solution Z (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

In both the frontal offset test and the side barrier test, the ID.4 provided good protection to all critical body areas of both the 6 year and 10 year dummy, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be fitted in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint types for which the ID.4 is designed could be properly fitted and accommodated in the car.



★ VULNERABLE ROAD USERS

Total 41.3 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK DOOR						
ADEQUATE MANGINAL WEAR POOR	GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian 30.0 / 36 Pts



Head Impact	18.1 Pts
Pelvis Impact	5.9 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 11.4 / 18 Pts

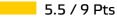
System Name	Front Assist
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

Total 41.3 Pts / 76%

AEB Pedestrian

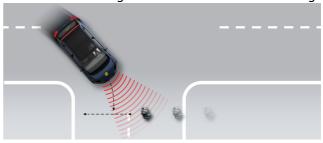




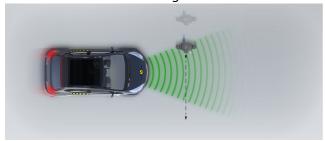
Vehicle reversing into standing pedestrian



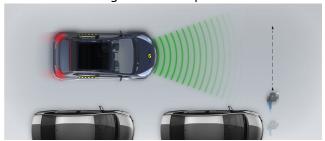
Pedestrian crossing a road into which a car is turning



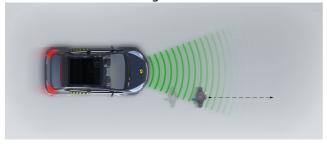
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

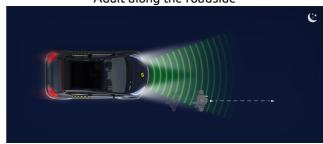


Night time

Adult crossing the road



Adult along the roadside

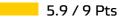


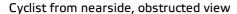




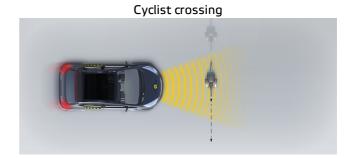
Total 41.3 Pts / 76%

AEB Cyclist

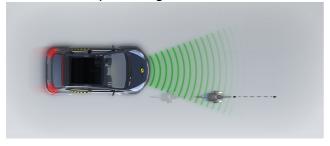








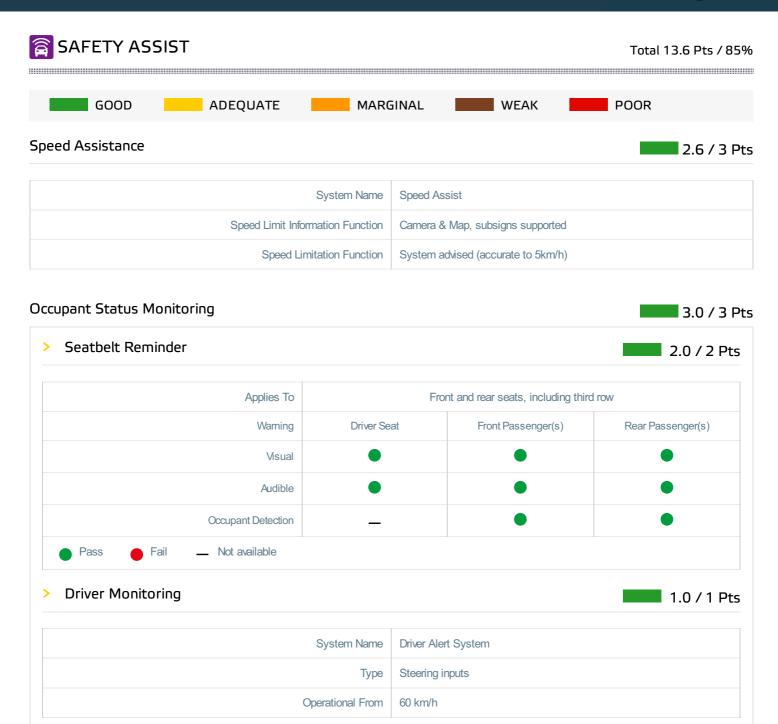
Cyclist along the roadside



Comments

The protection provided to the head of a struck pedestrian was good or adequate over most of the bonnet surface, with some poor results recorded only on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was good or adequate at all points tested by Euro NCAP. The autonomous emergency braking (AEB) system of the ID.4 can detect pedestrians and cyclists. In tests of its response to such vulnerable road users, the system performed adequately, avoiding or mitigating collision in most test scenarios. The ID.4 cannot detect pedestrians to the rear of the car and AEB-reverse tests were not performed.









Lane Support 3.0 / 4 Pts

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

AEB Car-to-Car 5.0 / 6 Pts

System Name	Front Assist
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

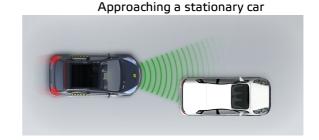




Autobrake function only

Test car turns across the path of an approaching car

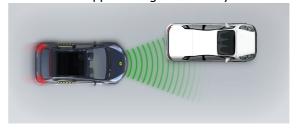




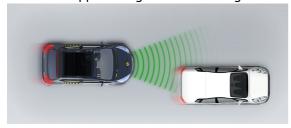
Approaching a stationary car



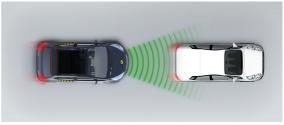
Approaching a stationary car



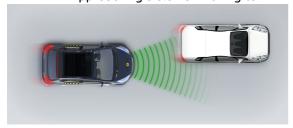
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





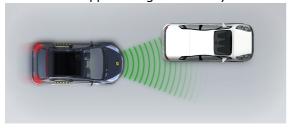


Driver reacts to warning

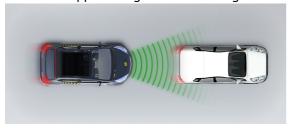
Approaching a stationary car



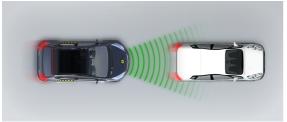
Approaching a stationary car



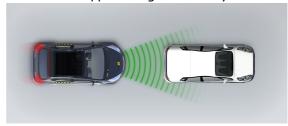
Approaching a slower moving car



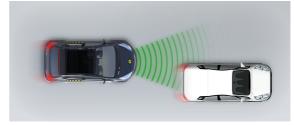
Approaching a braking car



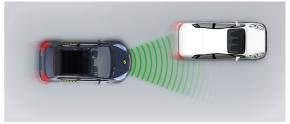
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Comments

The ID.4 has a speed assistance system as standard. This uses a camera and digital mapping to determine the local speed limit and the driver can choose to allow the system to adjust the speed automatically. A seatbelt reminder is standard for all seating positions. A fatigue-detection system monitors driver alertness and issues a warning if impaired driving is detected. Lane assistance warns the driver if the car is drifting out of lane and gently corrects the vehicle path. The system also intervenes more aggressively in some more critical situations. The AEB system performed well in tests of its response to other vehicles, with collisions avoided or mitigated in almost all scenarios.



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating	Applies
				LHD	RHD
5 door SUV	Electric	Pure	4 x 2	✓	✓
5 door SUV	Electric	Pure Performance	4 x 2	✓	✓
5 door SUV	Electric	Pro	4 x 2	✓	✓
5 door SUV	Electric	Pro Performance*	4 x 2	✓	✓

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2021	Rating Published	2021 🗙 🗙 🗙 🗙	✓

^{*} Tested variant