



Volkswagen ID.5
Standard Safety Equipment

2021



Adult Occupant



93%

Child Occupant



89%

Vulnerable Road Users



76%

Safety Assist



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.5s
Class	Small Off-Road

General comments

The Volkswagen ID.5 is, in all ways related to safety, identical to the ID.4, tested by Euro NCAP in 2021. Accordingly, the results of the ID.4 apply equally to the ID.5 and its rating is carried over.

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 Pedestrian - Reverse	✘
AEB Car-to-Car	●
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
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 35.6 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 15.0 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 15.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact 3.7 / 4 Pts

Rear Seat

Front Seat


 ADULT OCCUPANT

Total 35.6 Pts / 93%


 GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment 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 car 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. A centre-mounted airbag 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.

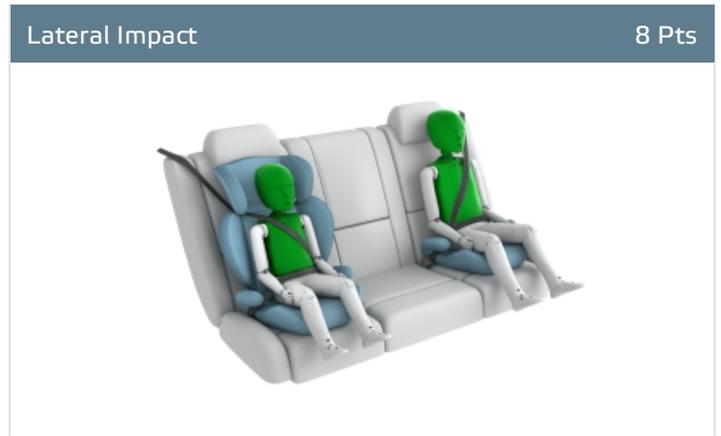
CHILD OCCUPANT

Total 44 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

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
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

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)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z (ISOFIX)



 CHILD OCCUPANT

Total 44 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & Easyfix (Belt)



Britax Römer King II LS (Belt)



Cybox Solution Z (Belt)



CHILD OCCUPANT

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, good protection was provided to all critical body areas of both the 6 year and 10 year dummy, and maximum points were scored 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 car is designed could be properly fitted and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 41.3 Pts / 76%

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
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

Total 41.3 Pts / 76%

AEB Pedestrian

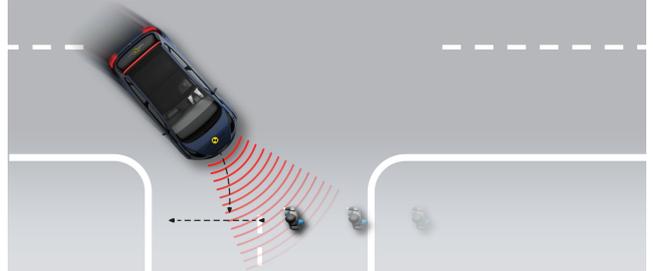
 5.5 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



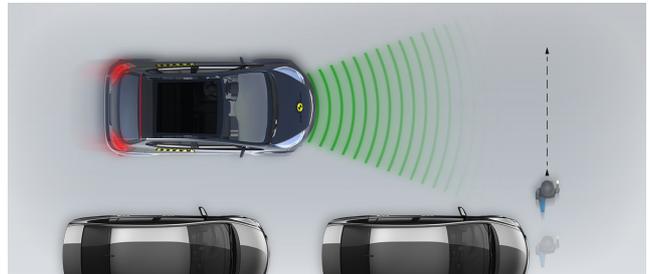
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

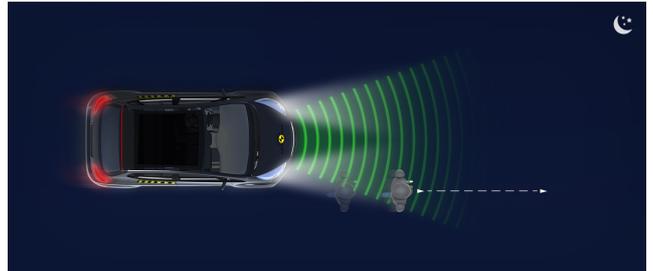


■ Night time

Adult crossing the road



Adult along the roadside

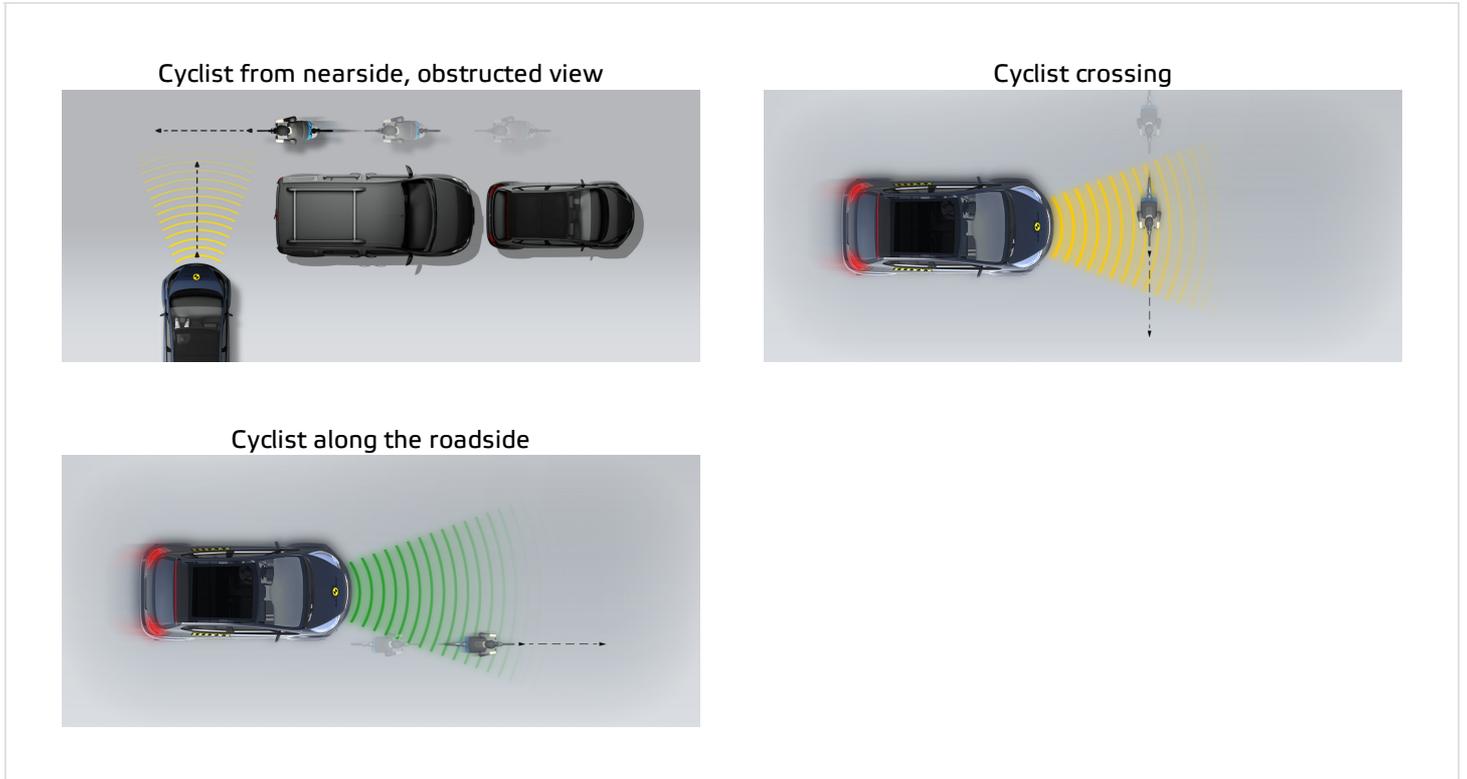


 VULNERABLE ROAD USERS

Total 41.3 Pts / 76%

AEB Cyclist

 5.9 / 9 Pts



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 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 system cannot detect pedestrians to the rear of the car and AEB-reverse tests were not performed.

SAFETY ASSIST

Total 13.6 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.6 / 3 Pts

System Name	Speed Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Driver Alert System
Type	Steering inputs
Operational From	60 km/h

SAFETY ASSIST

Total 13.6 Pts / 85%

Lane Support

3.0 / 4 Pts

System Name	Lane Assist	
Type	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

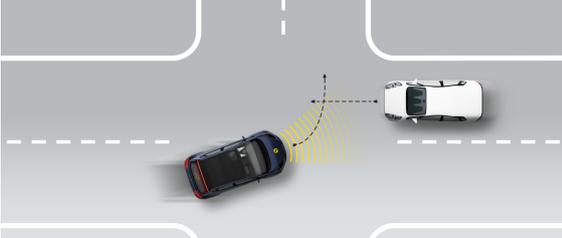
System Name	Front Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

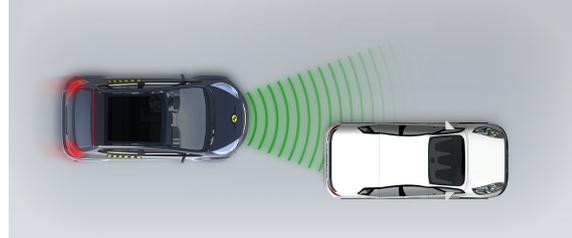
Total 13.6 Pts / 85%

■ Autobrake function only

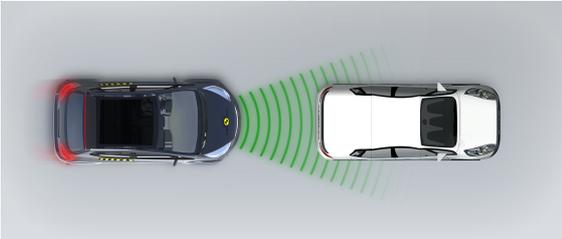
Test car turns across the path of an approaching car



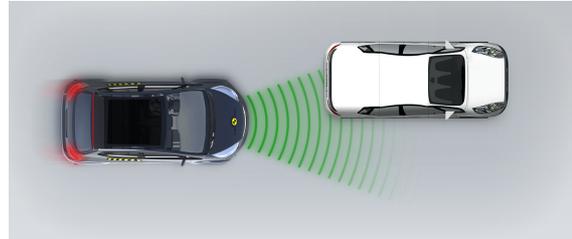
Approaching a stationary car



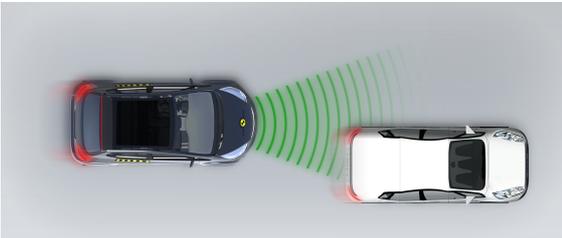
Approaching a stationary car



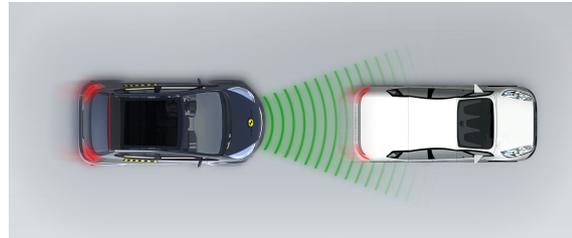
Approaching a stationary car



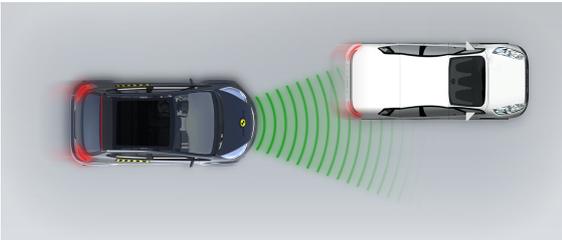
Approaching a slower moving car



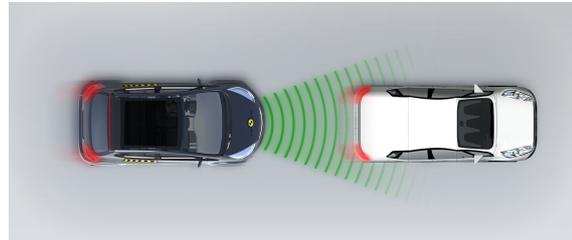
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

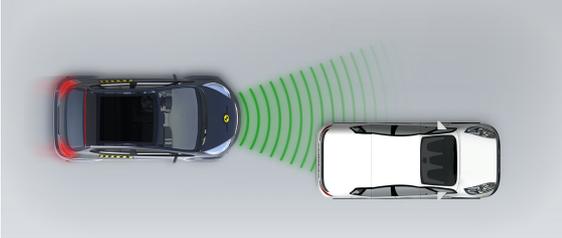


 SAFETY ASSIST

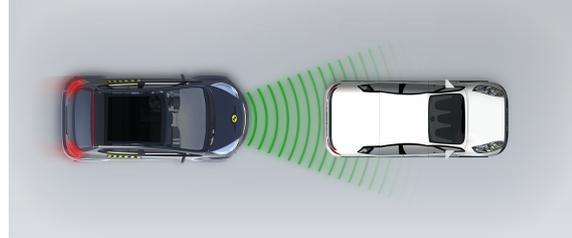
Total 13.6 Pts / 85%

■ Driver reacts to warning

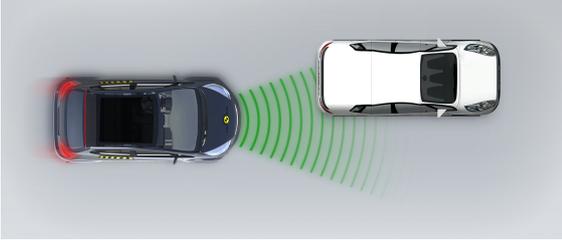
Approaching a stationary car



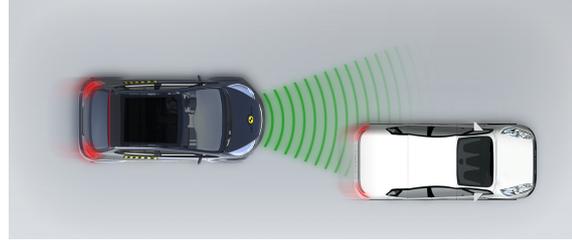
Approaching a stationary car



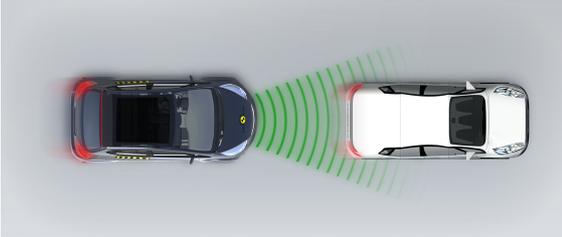
Approaching a stationary car



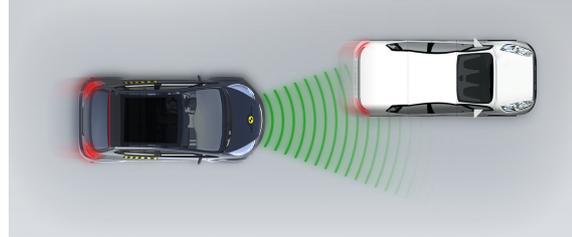
Approaching a slower moving car



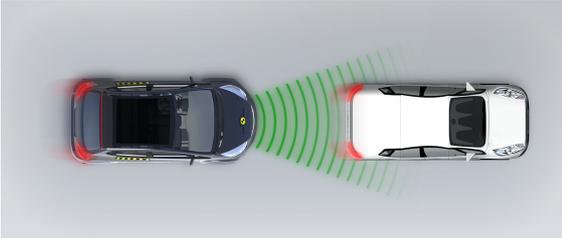
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.6 Pts / 85%

Comments

A speed assistance system is fitted 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	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	GTX	4 x 4	✓	✓

Tested variant: Volkswagen ID.4, rear drive

Annual Reviews and Facelifts

Date	Event	Outcome
March 2022	Rating Published	2021 ★★★★★ ✓