



2023





Adult Occupant



95%

Child Occupant



Safety Assist

88%

Vulnerable Road Users



83%



80%

SPECIFICATION

Tested Model	VW ID.7 'Pro', LHD
Body Type	- Hatchback
Year Of Publication	2023
Kerb Weight	2285kg
VIN From Which Rating Applies	- all ID.7s
Class	Large Family Car



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	_
LATERAL CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	0
Side pelvis airbag	•	•	0
Centre Airbag	•	×	_

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size			•
Integrated CRS		×	×
Airbag cut-off switch	_	•	_
Child presence detection		×	•
SAFETY ASSIST			
Seat Belt Reminder	•		•



SAFETY EQUIPMENT (NEXT)

Active Bonnet

AEB Vulnerable Road Users

AEB Pedestrian - Reverse

Cyclist Dooring Prevention

AEB Motorcyclist

AEB Car-to-Car

Speed Assistance

Lane Assist System

Fatigue / Distraction Detection

Note:	Other	equinment	may he	available o	n the	vehicle hut	was not	considered	in the test	vear
MOLE.	Other 6	equipilient	. IIIay De	available 0	וו נווכ	vernicle but	. was not	considered	III LIIE LESL	year.

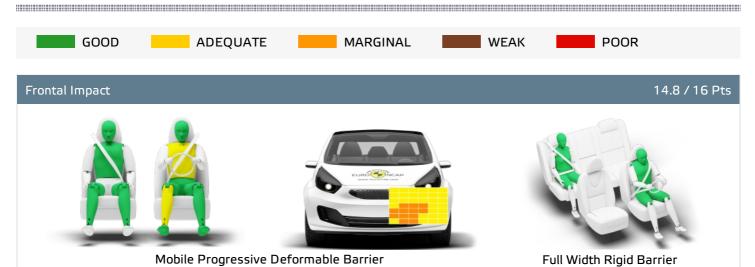
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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	Not fitted to the test vehicle but available as option or as part of the safety pack	Not available	— Not applicable
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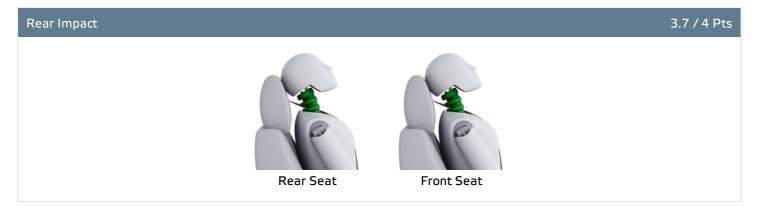




Total 38.3 Pts / 95%











Total 38.3 Pts / 95%

GOOD ADEQUATE	MARGINAL WEAK POOR
Rescue and Extrication	4.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the ID.7 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the ID.7 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good for both the driver and the rear passenger, and the ID.7 scored maximum points in this part of the assessment. The car also scored full points in the side barrier test and, in the more severe side pole impact, protection was good or adequate for all critical parts of the body. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The ID.7 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. 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. The ID.7 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. Volkswagen demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost and that electric windows would remain functional long enough to allow occupants to escape.



Total 43.2 Pts / 88%

GOOD ADEQUATE POOR MARGINAL WEAK

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: Britax Römer Kidfix i-Size (OEM version) Restraint for 10 year old child: Britax Römer Kidfix i-Size (OEM version)

Safety Features 7.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•		×
i-Size	•	•	×
Integrated CRS	×	×	×
Top tether	•	•	×
Child Presence Detection	×	•	•

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

12.0 / 12 Pts **CRS Installation Check**

🐚 i-Size	Seat Position				
	Front 2nd row				
		⊗ *⁄ ₂	Left	center	Right
E j	•	•	•	×	•

Easy

Difficult

Safety critical



Rearward facing restraint installation not allowed

Airbag OFF



CHILD OCCUPANT

Total 43.2 Pts / 88%

lsofix	Seat Position				
	Frc	ont		2nd row	
		⊗ *⁄ ₂	Left	center	Right
	•	×	•	×	•
	×	•	•	×	•
E	•	×	•	×	•
B	•	×	•	×	•
	•	×	•	×	•
	×	•	•	×	•

DifficultSafety criticalNot allowed

● Difficult ● Safety critical ★ Not allowed Airbag ON Rearward facing restraint installation not allowed 2 Airbag OFF

Airbag ON Rearward facing restraint installation not allowed

Seatbelt Attached	Seat Position				
	Fro	ont		2nd row	
		⊗. ∕ ₂	Left	center	Right
	×	•	•	•	•
	•	×	•	•	•
	•	×	•	•	•
L	•	×	•	•	•
	•	×	•	×	•
	×	•	•	×	•

💥 Airbag OFF

Easy

Easy





Total 43.2 Pts / 88%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Volkswagen ID.7 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 used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The ID.7 is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the ID.7 is designed could be properly installed and accommodated in the car.



🚶 VULNERABLE ROAD USERS

Total 52.7 Pts / 83%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

32.4 / 36 Pts



Pedestrian & Cyclist Head	14.4 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation 20.3 / 27 Pts

PERFORMANCE |

AEB Pedestrian 5.1 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		_
Adult crossing a road into which a car is turning		_
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist 5.9 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



🚶 VULNERABLE ROAD USERS

Total 52.7 Pts / 83%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
Cyclist Dooring Pre	vention			0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	sudden opening prevention"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		_

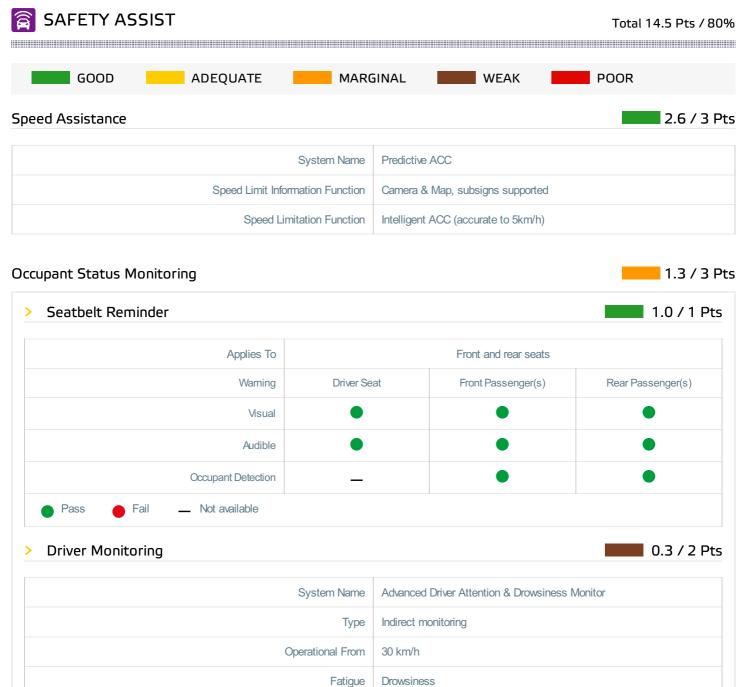
- Currently not tested

Lane Support Motorcyclist 2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

The ID.7 has an active bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the hard structures underneath. Volkswagen showed that the system deployed robustly over a range of speeds and for a variety of pedestrian statures, so the airbag was used in Euro NCAP's tests. Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with some poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis, femur, knee and tibia was at good at all test locations and the ID.7 scored maximum points in this part of the assessment. The autonomous emergency braking (AEB) system of the Volkswagen can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians but scored no points for protecting those who are vulnerable when the car is reversing. The system scored adequately in tests of its reaction to cyclists, including points for dooring protection, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists.





SAFETY ASSIST

Total 14.5 Pts / 80%

3.0 / 3 Pts

Туре	LKA and ELK
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 7.6 / 9 Pts

System Name	Front Assist
Туре	Autonomous emergency braking
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		_
Turning across the path of an oncoming car		_
Approaching a stationary car		
Approaching a slower moving car		_
Approaching a braking car		_

[—] Currently not tested





Total 14.5 Pts / 80%

Comments

Overall, the autonomous emergency braking (AEB) system of the Volkswagen ID.7 performed well in tests of its reaction to other vehicles, including in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the driver monitoring system detects distraction and fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	205 kW electric	Pro*	4 x 2	✓	✓
5 door hatchback	205 kW electric	Pro S	4 x 2	✓	✓
5 door hatchback	250 kW electric	GTX	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2023	Rating Published	2023 🖈 🖈 🖈 🛨	✓