



Volkswagen ID.7
Standard Safety Equipment

2023



Adult Occupant



95%

Child Occupant



88%

Vulnerable Road Users



83%

Safety Assist



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	●	●	○
Side pelvis airbag	●	●	○
Centre Airbag	●	✘	—
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
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 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 38.3 Pts / 95%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 14.8 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.9 / 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 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.

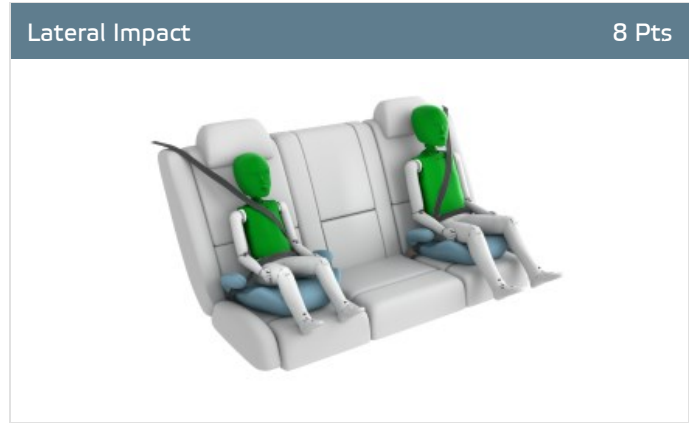
CHILD OCCUPANT

Total 43.2 Pts / 88%

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

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	✘	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Version 250924

CHILD OCCUPANT

Total 43.2 Pts / 88%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	✗	●	✗	●
	✗	●	●	✗	●
	●	✗	●	✗	●
	●	✗	●	✗	●
	●	✗	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Version 250924



CHILD OCCUPANT

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%



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



AEB Pedestrian 5.1 / 9 Pts

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

— Currently not tested

AEB Cyclist 5.9 / 8 Pts

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

VULNERABLE ROAD USERS

Total 52.7 Pts / 83%



Cyclist Dooring Prevention 0.8 / 1 Pts

Scenario	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%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.6 / 3 Pts

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

Occupant Status Monitoring 1.3 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

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

● Pass
 ● Fail
 — Not available

> Driver Monitoring 0.3 / 2 Pts

System Name	Advanced Driver Attention & Drowsiness Monitor
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 14.5 Pts / 80%

Lane Support

3.0 / 3 Pts

Type	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
Type	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



SAFETY ASSIST

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	150 kW 77 kWh electric *		4 x 2	✓	✓
5 door hatchback	210 kW 77kWh electric	Pro	4 x 2	✓	✓
5 door hatchback	210 kW 86kWh electric	Pro S	4 x 2	✓	✓
5 door hatchback	250 kw 77 kWh electric	GTX	4 x 4	✓	✓
5 door station wagon	210 kW 77 kWh electric	Pro	4 x 2	✓	✓
5 door station wagon	210 kW 86 kWh electric	Pro S	4 x 2	✓	✓
5 door station wagon	250 kw 86 kWh electric	GTX Tourer	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2023	Rating Published	2023 ★ ★ ★ ★ ★ ✓
April 2024	Addition of Tourer station wagon	2023 ★ ★ ★ ★ ★ ✓