



2025





# Adult Occupant









Safety Assist

85%

Vulnerable Road Users







73%

# **SPECIFICATION**

Tested Model	ID.Buzz PRO KR 210 kW, 'People', LHD
Body Type	- 5 door MPV
Year Of Publication	2025
Kerb Weight	2384kg
VIN From Which Rating Applies	- all ID.Buzz
Class	Large MPV



# **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	•	×	_

	Driver	Passenger	Rear
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.

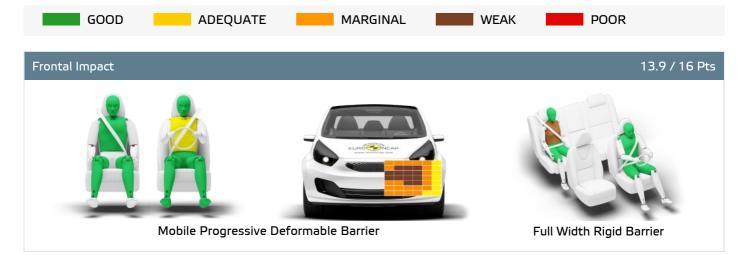
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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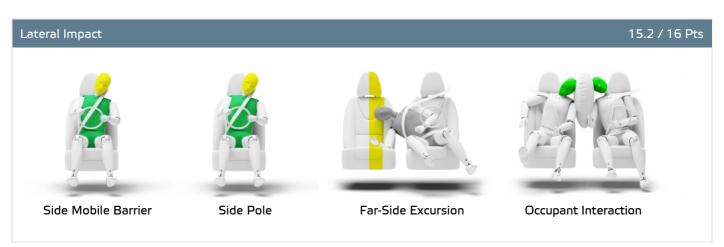
O Not fitted to the test vehicle but available as option or as part of the safety pack ★ Not available — Not applicable

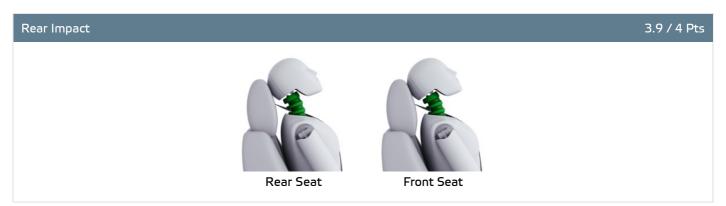




Total 33.7 Pts / 84%









# ADULT OCCUPANT

Total 33.7 Pts / 84%

GOOD ADEQUATE	MARGINAL WEAK POOR
Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

#### Comments

The passenger compartment of the VW ID.Buzz remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. VW showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the VW ID.Buzz would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the chest of the rear passenger was rated as weak, based on dummy readings of compression. In the side pole test, dummy readings indicated good protection but the curtain airbag did not deploy as intended and head protection was graded as adequate. The same penalty was applied to the side barrier test, although airbag deployment was as expected in that test. 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 found to be adequate. The VW ID.Buzz has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. VW demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.



Total 42.0 Pts / 85%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: VW Kidfix i-Size Restraint for 10 year old child: VW Kidfix i-Size

Safety Features 6.0 / 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

X Not available

**CRS Installation Check** 12.0 / 12 Pts

🐚 i-Size	Seat Position				
	Fro	ont		2nd row	
		<b>⊗</b> *⁄ <sub>2</sub>	Left	center	Right
الا	•	×	•	_	•

Easy

Difficult

Safety critical

★ Not allowed



Airbag ON Rearward facing restraint installation not allowed

🎇 Airbag OFF



# CHILD OCCUPANT

Total 42.0 Pts / 85%

<b>(</b> Isofix	Seat Position				
	Fro	ont		2nd row	
		<b>⊗</b> *⁄ <sub>2</sub>	Left	center	Right
<b>E</b>	•	×	•	_	•
<b>\</b>	×	•	•	_	•
K	•	×	•	_	•
Ľ	•	×	•	_	•
	•	×	•	_	•
	×	•	•	_	•

Easy

Difficult

Safety critical

× Not allowed

Airbag ON Rearward facing restraint installation not allowed

⊗∴ Airbag OFF

Seatbelt Attached	Seat Position				
	Fro	ont		2nd row	
		⊗• <u>*</u> 2	Left	center	Right
	×	•	•	•	•
	•	×	•	•	•
	•	×	•	•	•
<b>E</b>	•	×	•	•	•
	•	×	•	•	•
	×	•	•	•	•

Easy

Difficult

Safety critical

× Not allowed

Airbag ON Rearward facing restraint installation not allowed

🔀 Airbag OFF





Total 42.0 Pts / 85%

#### Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas for the 6 and 10 year dummies, and the VW ID.Buzz 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 VW ID.Buzz 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. Indirect systems are no longer rewarded by Euro NCAP. All of the child restraint types for which the VW ID.Buzz is designed could be properly installed and accommodated in the car.



# 🚶 VULNERABLE ROAD USERS

Total 44.6 Pts / 70%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

**VRU** Impact Protection

24.8 / 36 Pts



Pedestrian & Cyclist Head	10.7 Pts
Pelvis	0.6 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

### **VRU** Impact Mitigation

19.8 / 27 Pts

System Name	Notbremsassistent "Front Assist" mit Fußgänger- und Radfahrererkennung
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE	

#### **AEB** Pedestrian

5.6 / 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** 

6.2 / 8 Pts

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



# 🚶 VULNERABLE ROAD USERS

Total 44.6 Pts / 70%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Cyclist Dooring Pre	vention			1.0 / 1 Pts	

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist 4.5 / 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

Protection of the head of a struck pedestrian or cyclist was largely mixed, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was almost completely poor, scoring only some points at the outer edges. Without these points, the ID.Buzz would have been rated as a four-star vehicle. Protection of the femur was good at all test locations as was that of the knee and tibia. The autonomous emergency braking system of the VW ID.Buzz responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately but offered no protection to those to the rear of the car. The system performed well in tests of its reaction to cyclists, including some protection against 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

Total 13.2 Pts / 73%

GOOD	ADEQUATE	MARG	SINAL	WEAK	POOR	
Speed Assistance						1.7 / 3 Pts
		System Name	SpeedLimiter			
	Speed Limit Info	ormation Function	Camera & Ma	p, subsigns supporte	ed	
Speed Limitation Function		Intelligent Spe	ed Limiter not defau	ilt ON (accurate to 5km/h	)	

## Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder			1.0 / 1
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
	System Name [	Driver Alert System	
	Type II	ndirect monitoring	

60 km/h

Drowsiness

Operational From

Fatigue

Euro NCAP © VW ID.Buzz Sept 2025 11/14



Total 13.2 Pts / 73%

Lane Support		3.0 / 3 Pts

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

AEB Car-to-Car 7.3 / 9 Pts

System Name	Notbremsassistent "Front Assist" mit Fußgänger- und Radfahrererkennung
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 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 13.2 Pts / 73%

#### Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. 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. The driver can choose to allow the limiter to be set automatically by the system.



# **RATING VALIDITY**

### Variants of Model Range

Body Type	Engine & Transmission	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	210 kW Electric	ID. BUZZ PRO KR 210 kW *	4 x 2	<b>✓</b>	~

#### Annual Reviews and Facelifts

Date	Event	Outcome	
September 2025	Rating Published	2025 🖈 🖈 🖈 🖈	<b>✓</b>

<sup>\*</sup> Tested variant