

VOLKSWAGEN ID.4

NZ: JULY 2023 - ONWARDS
AU: JULY 2025 - ONWARDS
ALL VARIANTS



ANCAP
SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Medium SUV
ENGINE TYPE	Battery Electric Vehicle (BEV)
BUILT FROM	NZ: April 2023 AU: August 2024
ON SALE FROM	NZ: July 2023 AU: July 2025
SERIES	E2
AIRBAGS	Dual frontal, side chest, side head, centre

The Volkswagen ID.4 was introduced in New Zealand in July 2023 and Australia in July 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and blind spot monitoring (BSM) are standard on all variants.

NOTE: Installation of child restraints in the centre seating position of the second row of New Zealand vehicles built prior to April 2025 is not recommended as there is no top tether anchorage.



93%

ADULT OCCUPANT
PROTECTION



89%

CHILD OCCUPANT
PROTECTION



76%

VULNERABLE ROAD USER
PROTECTION



76%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volkswagen ID.4 PRO	5 door SUV	Electric	RWD	✓	✓
Volkswagen ID.4 PRO+	5 door SUV	Electric	RWD	-	✓
Volkswagen ID.4 GTX	5 door SUV	Electric	AWD	✓	-

ADULT OCCUPANT PROTECTION



93%

35.63 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver's chest and lower legs was ADEQUATE. Dummy readings indicated ADEQUATE protection of the lower legs of the front passenger. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Volkswagen ID.4 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.62 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of the rear passenger, otherwise GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the ID.4 scored maximum points in these tests.

The ID.4 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and WEAK for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	7.11	(out of 8)
FULL WIDTH FRONTAL#	7.86	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.66	(out of 4)
FAR SIDE IMPACT	3.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	3.12 pts
Upper legs:	4.00 pts
Lower legs:	3.72 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.94 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-0.62 pts
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FULL WIDTH FRONTAL (50km/h)



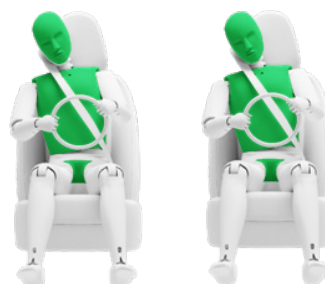
DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.44 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	2.00 pts
Neck:	4.00 pts
Chest & Abdomen:	0.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.91 pts
Rear passenger:	0.75 pts

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD and the Volkswagen ID.4 scored maximum points in these tests.

The ID.4 is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however one of the booster seats could not be correctly installed in the centre rear position.

NOTE: Installation of child restraints in the centre seating position of the second row of New Zealand vehicles built prior to April 2025 is not recommended as there is no top tether anchorage.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✗ / ●*	●	✗	-	-
Integrated child restraints	✗	✗	✗	-	-
Top tether anchorage	✗ / ●*	●	● / ✗#	-	-
Airbag disabling	✗ / ●*	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - NOT APPLICABLE

* Not available on Australian vehicles, but standard on New Zealand vehicles

Not available on New Zealand vehicles built prior to April 2025. Standard on Australian and New Zealand vehicles built from April 2025.

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	Rearward facing capsule	×	●	●	●	-	-	-
	TYPE A Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
	Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
	Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E Booster - 4 to 8 years	×	●	●	●	-	-	-
ISOFIX	TYPE F Booster - 4 to 10 years	×	●	●	●	-	-	-
	Rearward facing capsule	×	●	-	●	-	-	-
	TYPE A Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
	Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
	Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



76%

41.29 POINTS
OUT OF 54

The bonnet of the Volkswagen ID.4 provided a mix of GOOD and ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs, and protection of the pelvis was also GOOD.

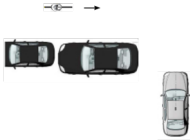
The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. Testing of this system showed ADEQUATE performance in forward pedestrian test scenarios and in cyclist test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted.

HEAD IMPACTS	18.07 (out of 24)
UPPER LEG IMPACTS	5.86 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	5.46 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	5.90 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Front Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-85 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE														
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE					
ADEQUATE					

PEDESTRIAN IMPACT TEST (40 KM/H)





The Volkswagen ID.4 is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios, including some of the AEB Junction Assist scenarios where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios.

A manually-set speed assistance system is standard. A speed limit information function (SLIF) is not available.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)

SPEED ASSISTANCE SYSTEMS	1.25	(out of 3)
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LANE SUPPORT SYSTEMS	3.00	(out of 4)
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AEB - Car-to-Car	3.70	(out of 4)
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AEB - Junction Assist	1.33	(out of 2)
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LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 60-160 speed km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
ADEQUATE										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-160 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						ADEQUATE		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	[NOT AVAILABLE]
Speed Limitation Function	Manually set

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

● GOOD ● ADEQUATE ● MARGINAL ● WEAK ● POOR ● NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	●	●
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✗	✗
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Volkswagen ID.4 LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Battery Electric Vehicle
RATING PUBLISHED	July 2023
RATING UPDATED	July 2025

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS