



Volkswagen ID.3
Standard Safety Equipment

2020



Adult Occupant



87%

Child Occupant



89%

Vulnerable Road Users



71%

Safety Assist



88%

SPECIFICATION

Tested Model	VW ID.3 'Pro', LHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	1857kg
VIN From Which Rating Applies	- all ID.3s
Class	Small 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	●	●	✗

Version 091120

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✘
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 33.3 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 14.3 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 13.2 / 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 33.3 Pts / 87%

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 offset frontal test. For the passenger dummy, protection of all critical body areas was good. Protection of the driver's chest was rated as marginal, based on dummy measurements of compression. For both dummies, protection of the knees and femurs was good. VW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. The ID.3's front-end structure did not cause excessive deformation in the test barrier, indicating a reasonably benign front structure. In the full-width, rigid wall test, protection was good or adequate for all critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good. In the more severe side pole impact, protection of all body regions was good apart from the chest, for which readings of rib compression indicated marginal protection. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as poor although dummy measurements were good. The ID.3 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The ID.3 is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

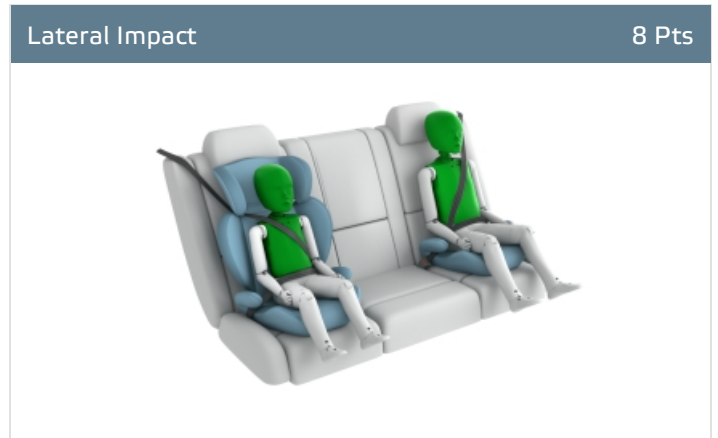
CHILD OCCUPANT

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: *KidFix*
 Restraint for 10 year old child: *KidFix*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	●	●	✘
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)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 44 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (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)	●	●	—	●
Britax Römer KidFix XP (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (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 impact, protection of all critical parts of the body was good for both child dummies, and the ID.3 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. All of the restraints for which the ID.3 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 38.8 Pts / 71%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

26.3 / 36 Pts



Head Impact	14.3 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


12.5 / 18 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

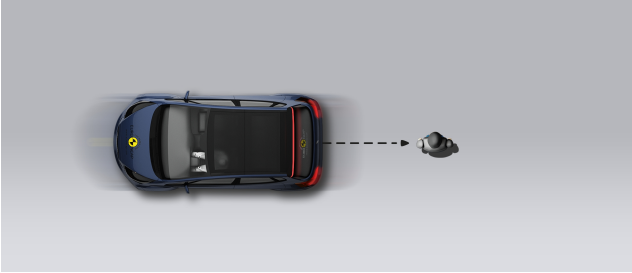
Total 38.8 Pts / 71%

AEB Pedestrian

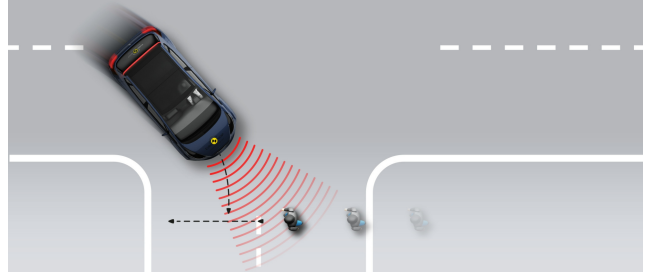
 6.0 / 9 Pts

■ Day time

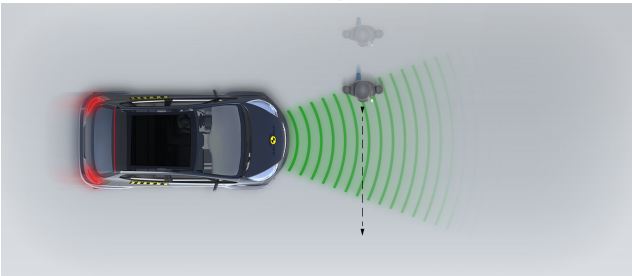
Vehicle reversing into standing pedestrian



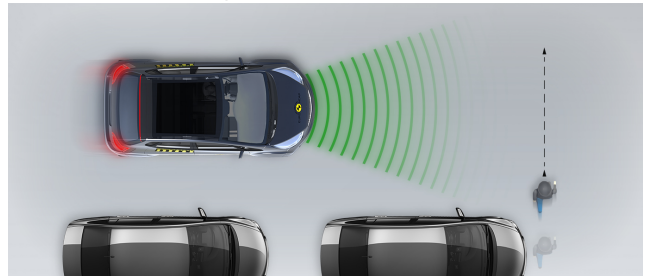
Pedestrian crossing a road into which a car is turning



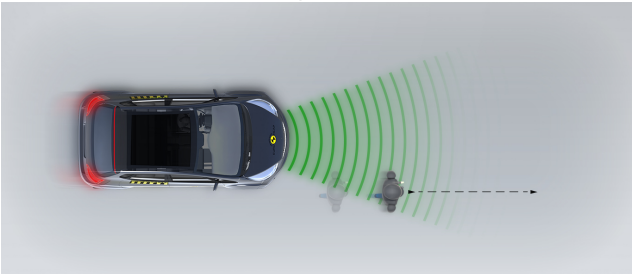
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

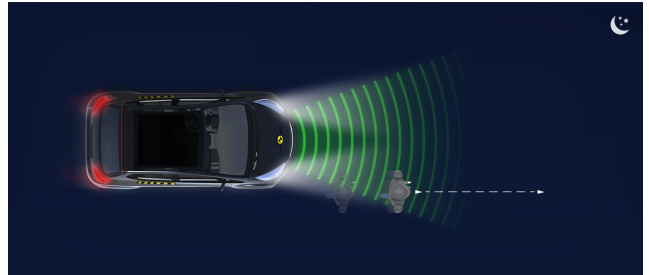


■ Night time

Adult crossing the road

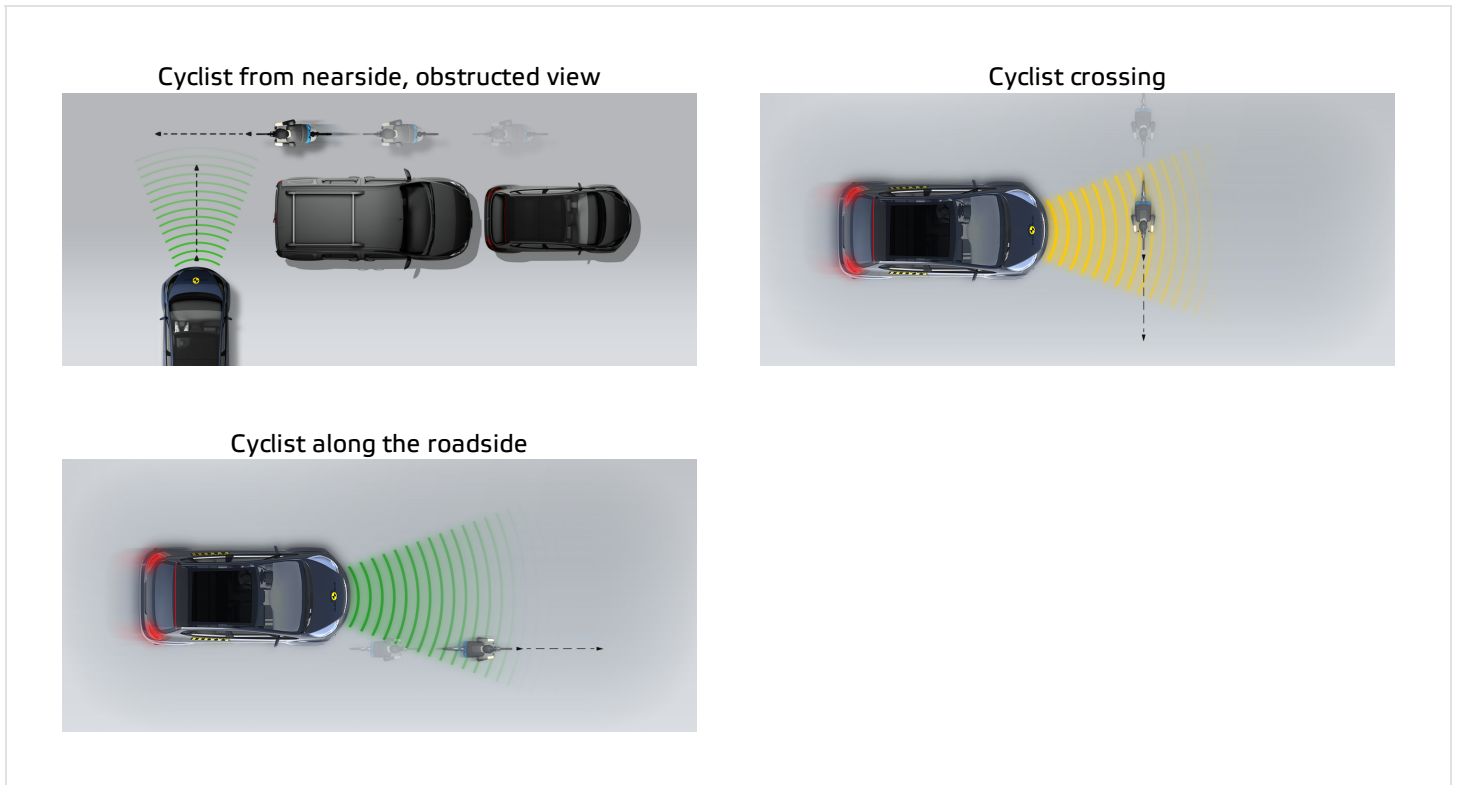


Adult along the roadside



VULNERABLE ROAD USERS

Total 38.8 Pts / 71%

AEB Cyclist
6.5 / 9 Pts
**Comments**

The bonnet provided predominantly adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test positions, and the car scored maximum points for this part of the assessment. The ID.3's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was marginal and its response to cyclists was adequate, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 14.2 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.7 / 3 Pts

System Name	Speed Assistance
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 input
Operational From	60 km/h

SAFETY ASSIST

Total 14.2 Pts / 88%

Lane Support

3.5 / 4 Pts

System Name	Lane Assistance System	
Type	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

5.0 / 6 Pts

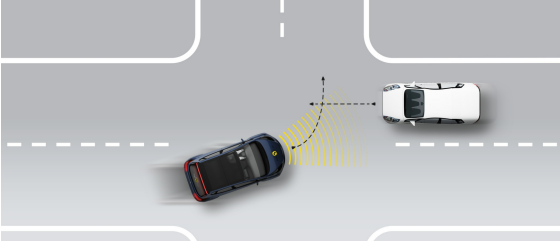
System Name	Front Assist	
Type	Autonomous Emergency Braking and Forward Collision Warning, with Evasive Steering Support	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

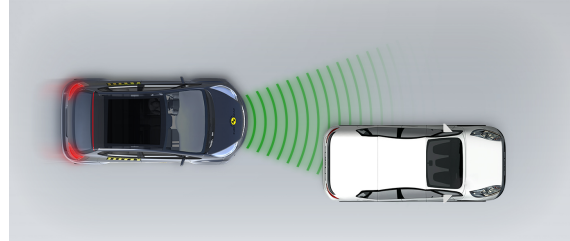
Total 14.2 Pts / 88%

■ Autobrake function only

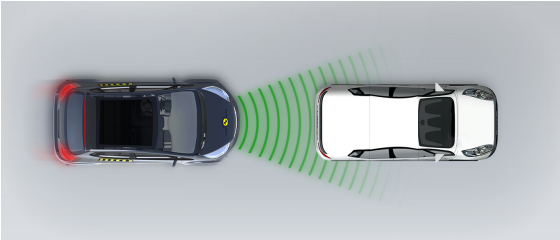
Test car turns across the path of an approaching car



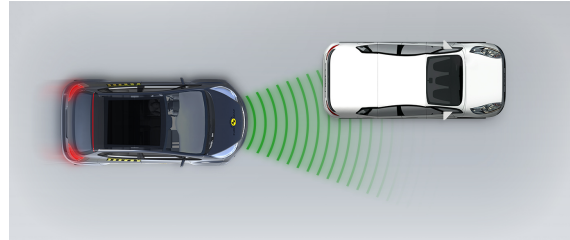
Approaching a stationary car



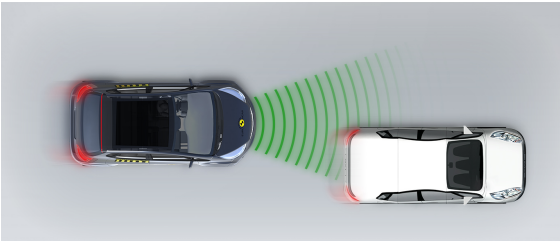
Approaching a stationary car



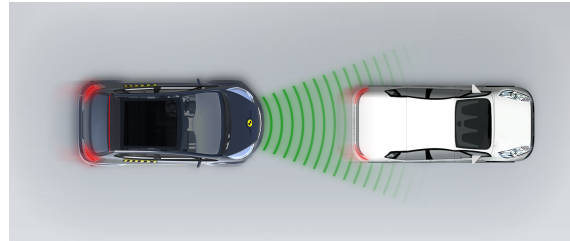
Approaching a stationary car



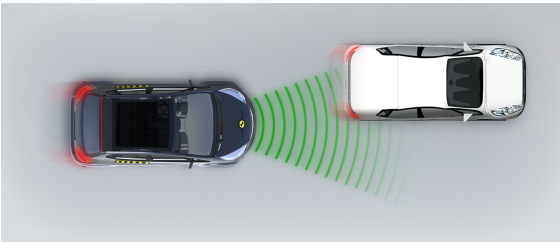
Approaching a slower moving car



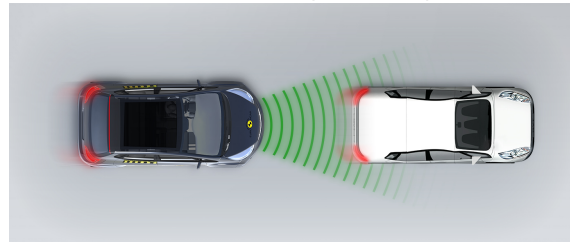
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

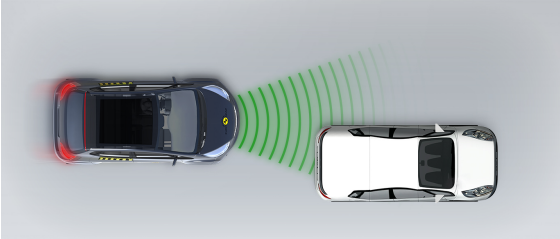


 SAFETY ASSIST

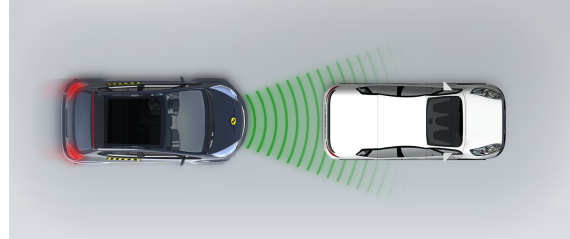
Total 14.2 Pts / 88%

■ Driver reacts to warning

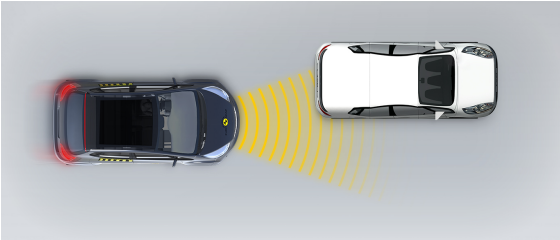
Approaching a stationary car



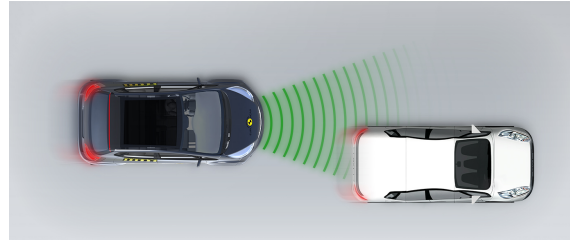
Approaching a stationary car



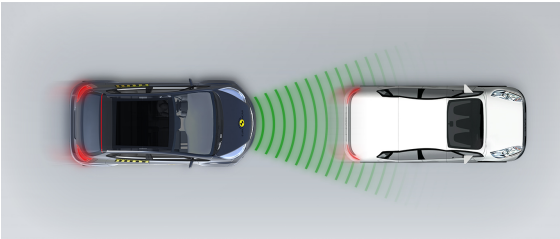
Approaching a stationary car



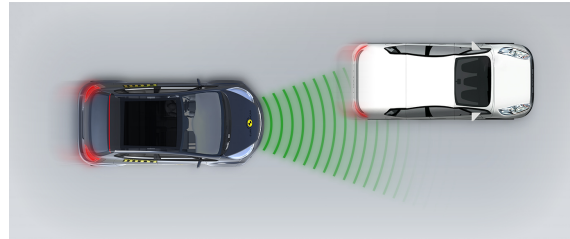
Approaching a slower moving car



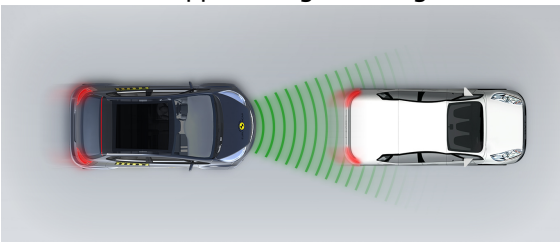
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 14.2 Pts / 88%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. As well as a seatbelt reminder for front and rear seats, the ID.3 has a driver monitoring system which uses steering inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes more forcefully in some critical situations. A speed assistance system uses a camera and digital mapping to detect the local speed limit. This information is presented to the driver who can then confirm that the speed of the car is limited to the advised limit or can set the limiter manually.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Battery electric	Pro*, Pro S, Pure Pro Performance	4 x 2		

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
October 2020	Rating Published	2020