



Volkswagen ID. Buzz
Standard Safety Equipment

2022



Adult Occupant



92%

Child Occupant



87%

Vulnerable Road Users



60%

Safety Assist



90%

SPECIFICATION

Tested Model	VW ID. Buzz 150kW electric, LHD
Body Type	- Van
Year Of Publication	2022
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	●	✘	—

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
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 35.3 Pts / 92%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 14.1 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.2 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.9 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 35.3 Pts / 92%

■ 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 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 passenger. VW demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different position. Protection was good for all critical body areas of the passenger dummy. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a moderately benign partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for the rear passenger, based on dummy readings of compression but, protection of all critical body areas was good for both the driver and rear passenger. In both the side barrier test and the more severe side pole impact, dummy readings indicated good protection of all critical body areas. However, in the pole test, the curtain airbag got trapped on the interior trim and did not fully deploy as intended, so a penalty was applied to the head score in both side impacts. 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. Buzz has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's tests, with good protection of the occupants' heads. 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. Buzz has an advanced eCall system which alerts the emergency services in the event of a crash and a 'multi-collision braking' system applies the brakes to prevent secondary collisions.

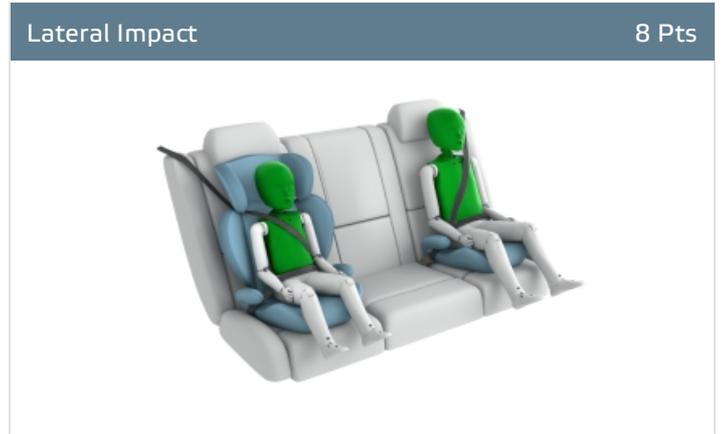
CHILD OCCUPANT

Total 43 Pts / 87%

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

Safety Features

7.0 / 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)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 43 Pts / 87%

	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)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

— Not available

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 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. All of the child restraint types for which the VW ID. Buzz is designed could be properly installed and accommodated in the car.

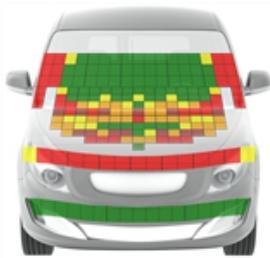
 **VULNERABLE ROAD USERS**

Total 32.9 Pts / 60%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian

21.4 / 36 Pts



Head Impact	14.6 Pts
Pelvis Impact	0.8 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

11.5 / 18 Pts

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

 VULNERABLE ROAD USERS

Total 32.9 Pts / 60%

AEB Pedestrian

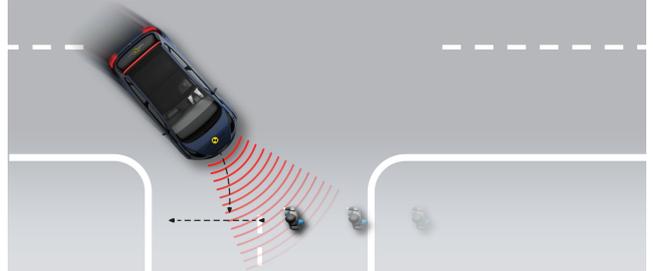
 5.7 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



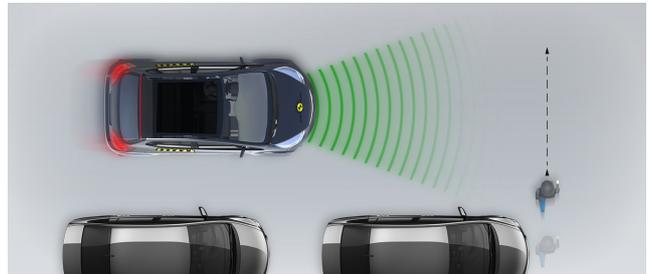
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

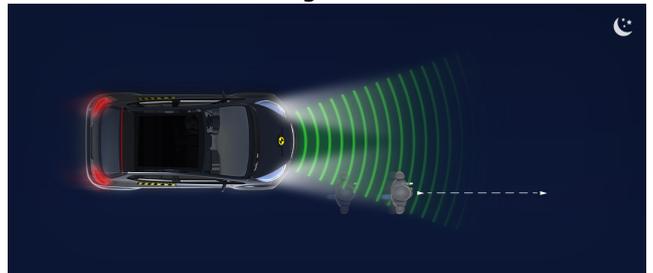


■ Night time

Adult crossing the road



Adult along the roadside

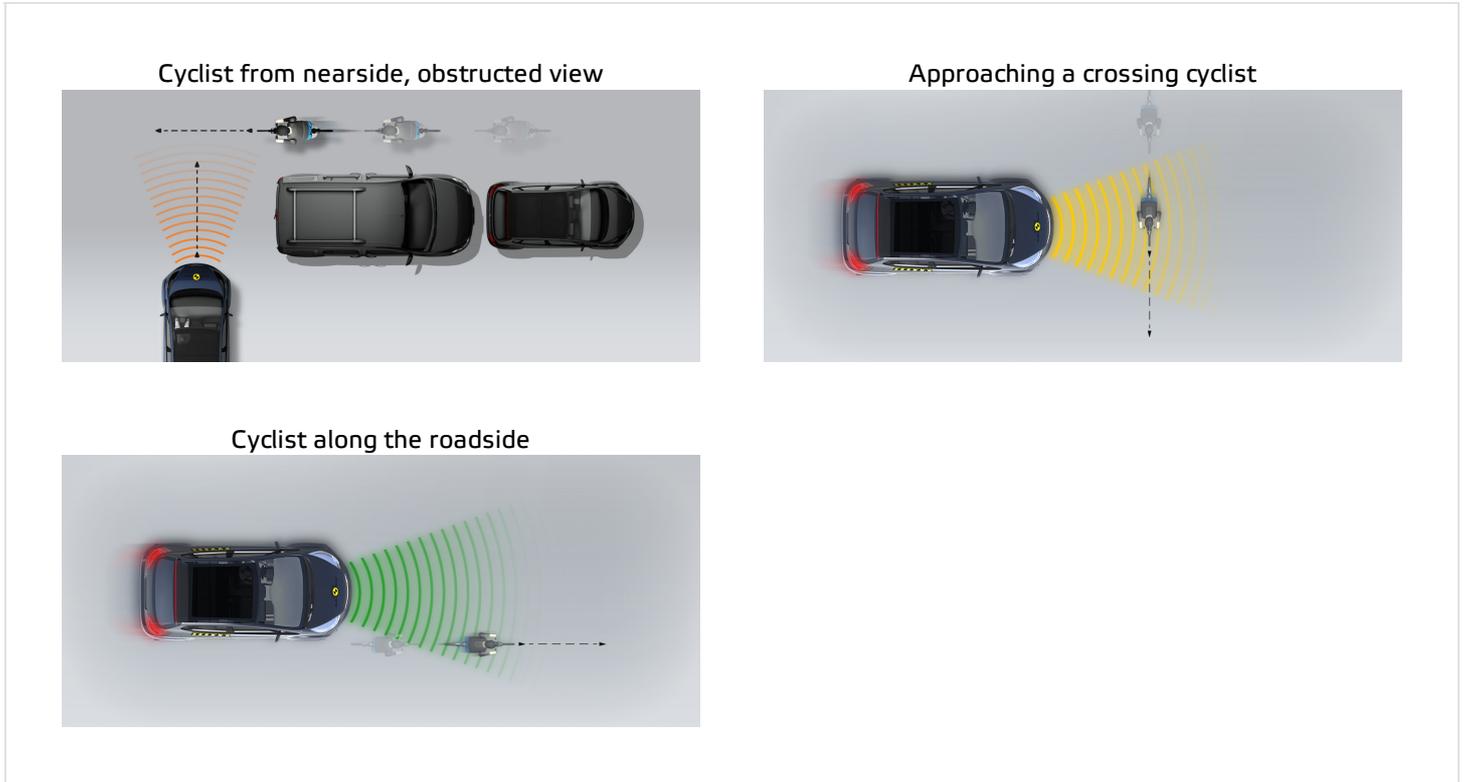


VULNERABLE ROAD USERS

Total 32.9 Pts / 60%

AEB Cyclist

5.8 / 9 Pts



Comments

Protection of the head was very mixed, some areas showing good results and others being poor. The bumper provided good protection to pedestrians' legs but protection of the pelvis was almost completely poor. The autonomous emergency braking (AEB) system of the VW can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and in tests of its response to cyclists, with collisions avoided in many cases.

SAFETY ASSIST

Total 14.5 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.7 / 3 Pts

System Name	Speed Limiter
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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
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 14.5 Pts / 90%

Lane Support

3.5 / 4 Pts

System Name	Lane Assist	
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

5.3 / 6 Pts

System Name	Front Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

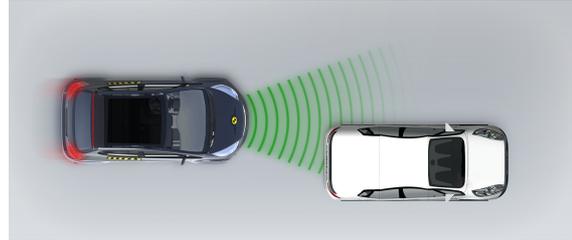
Total 14.5 Pts / 90%

■ Autobrake function only

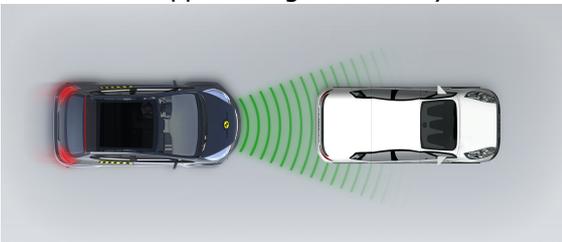
Car turning across the path of an oncoming car



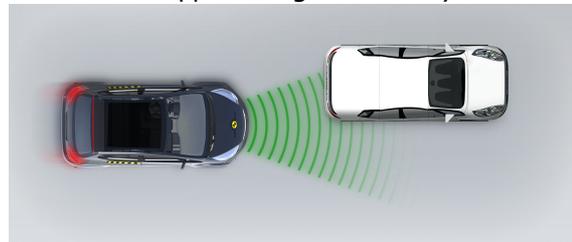
Approaching a stationary car



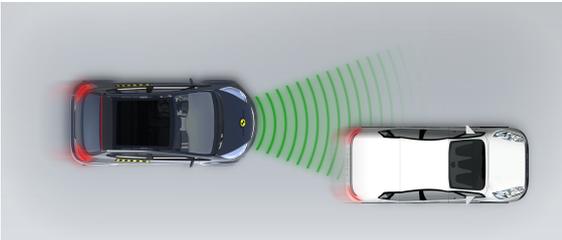
Approaching a stationary car



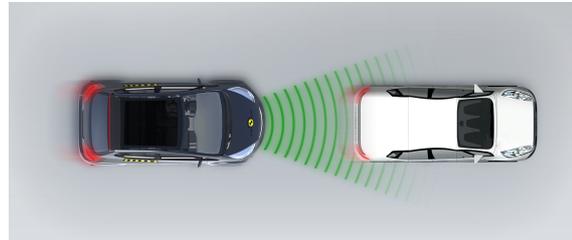
Approaching a stationary car



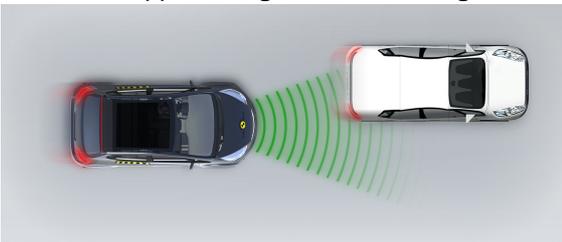
Approaching a slower moving car



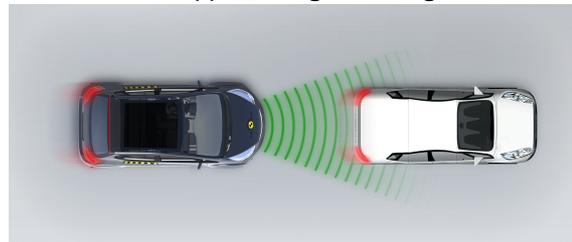
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

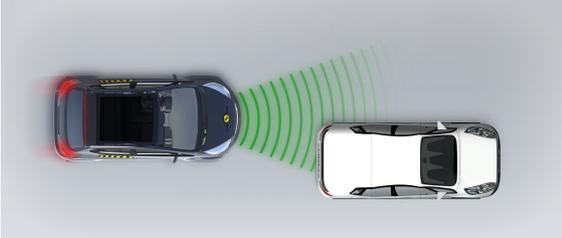


 SAFETY ASSIST

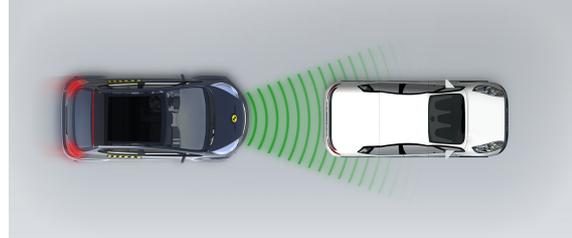
Total 14.5 Pts / 90%

■ Driver reacts to warning

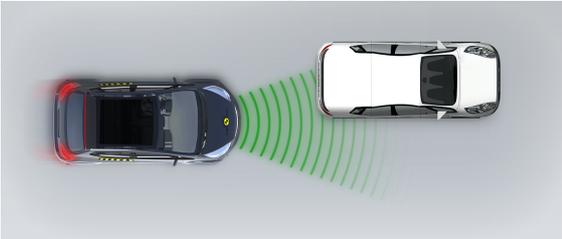
Approaching a stationary car



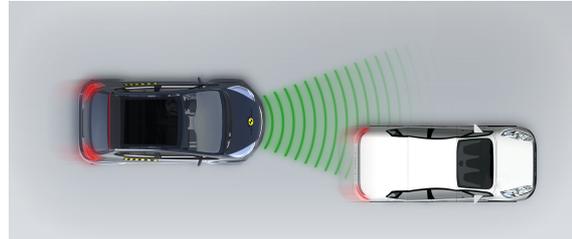
Approaching a stationary car



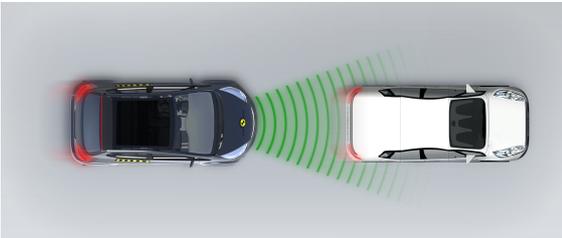
Approaching a stationary car



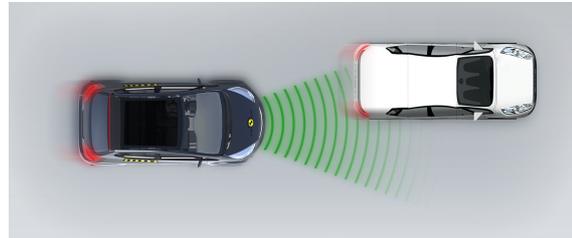
Approaching a slower moving car



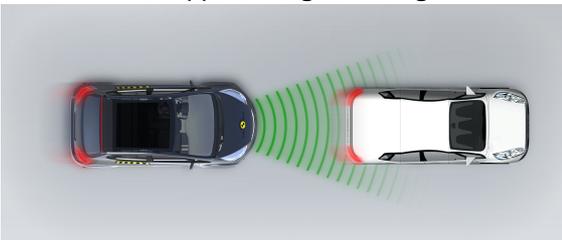
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.5 Pts / 90%

Comments

The autonomous emergency braking (AEB) system of the VW ID. Buzz performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver 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. A speed assistance system combines camera information with digital mapping to identify local speed limits and presents this information to the driver, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	150 kW electric	ID. Buzz 'People'*	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2022	Rating Published	2022 ★ ★ ★ ★ ★ ✓