

VOLKSWAGEN ID. BUZZ

AUS: JANUARY 2025 - ONWARDS
 NZ: APRIL 2025 - ONWARDS
 SHORT WHEEL BASE VARIANTS



TESTED
2022



RATING YEAR

2022

VEHICLE TYPE

People Mover

ENGINE TYPE

Battery Electric Vehicle (BEV)

BUILT FROM

AUS: September 2024
 NZ: January 2025

ON SALE FROM

AUS: January 2025
 NZ: April 2025

SERIES

n/a

AIRBAGS

Dual frontal, side chest,
 side head, centre

The Volkswagen ID. Buzz was introduced in Australia in January 2025 and New Zealand in April 2025. This ANCAP safety rating applies to short wheel base five seat variants only. Other variants are unrated.

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), are standard.



92%

ADULT OCCUPANT PROTECTION



89%

CHILD OCCUPANT PROTECTION



60%

VULNERABLE ROAD USER PROTECTION



81%

SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volkswagen ID. Buzz Pro SWB (5 seater)	People Mover	210kW 84kWh BEV	2WD	✓	✓
Volkswagen ID. Buzz Pro LWB (7 seater)	People Mover	210kW 91kWh BEV	2WD	✗	✗
Volkswagen ID. Buzz GTX	People Mover	250kW 91kWh BEV	AWD	✗	✗

ADULT OCCUPANT PROTECTION



92%

35.25 POINTS
OUT OF 38

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

The front structure of the Volkswagen ID. Buzz presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.98 point penalty was applied.

In the full width frontal test, protection of the chest of the rear passenger dummy was MARGINAL, with GOOD protection of all other critical body areas of the driver and rear passenger.

In the side impact test and the oblique pole test, protection of all critical body regions was GOOD. However, in the pole test the side curtain airbag did not deploy correctly, catching on part of the interior trim, and a penalty was applied to the scores in both the side impact and oblique pole tests. As a result, protection of the head was assessed for both tests as ADEQUATE.

The Volkswagen ID. Buzz 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 GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	3.13 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FRONT PASSENGER

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

COMPATIBILITY

Deductions: -1.98 pts

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:	2.12 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet

● No penalty

Door Opening / Extrication

● No penalty

Multi-Collision Braking

● 1.00 pt

Advanced eCall

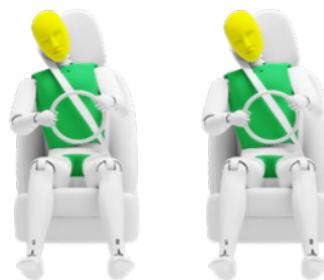
✗ 1.00 pt default

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) [#]	6.58	(out of 8)
FULL WIDTH FRONTAL [#]	7.53	(out of 8)
SIDE IMPACT [#]	5.63	(out of 6)
OBLIQUE POLE [#]	5.63	(out of 6)
WHIPLASH PROTECTION	3.89	(out of 4)
FAR SIDE IMPACT	4.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

[#] Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	3.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts (incorrect airbag deployment)

OBLIQUE POLE (32km/h)

Head:	3.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts (incorrect airbag deployment)

FAR SIDE IMPACT



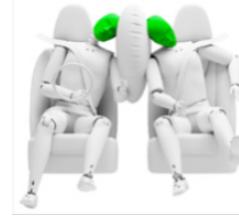
SIDE IMPACT (MDB)

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



OBLIQUE POLE

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



OCCUPANT-TO-OCCUPANT

Head contact: No penalty

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger: 2.89 pts
Rear passenger: 1.00 pts

CHILD OCCUPANT PROTECTION



89%

44.00 POINTS
OUT OF 49

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

The Volkswagen ID. Buzz is fitted with lower ISOFix anchorages on the rear outboard seats, and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the second row seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (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, standard on New Zealand vehicles.

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.



89%

44.00 POINTS
OUT OF 49

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.



60%

32.91 POINTS
OUT OF 54

In pedestrian impact tests, the bonnet of the Volkswagen ID. Buzz provided MARGINAL to POOR protection to the head of a struck pedestrian over most of its surface and on the stiff windscreen pillars, with GOOD results recorded on the windscreen.

The bumper provided GOOD protection to pedestrians' legs however protection of the pelvis was predominantly POOR.

The Volkswagen ID. Buzz is fitted with an autonomous emergency braking (AEB) system capable of recognising and reacting to pedestrians. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian 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. In cyclist test scenarios, the AEB system offered ADEQUATE performance.

HEAD IMPACTS

14.61 (out of 24)

UPPER LEG IMPACTS

0.76 (out of 6)

LOWER LEG IMPACTS

6.00 (out of 6)

AEB - Pedestrian (forward)

5.69 (out of 7)

AEB - Pedestrian (backover)

0.00 (out of 2)

AEB - Cyclist

5.85 (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	DAY	DAY	DAY
TEST SCENARIO												
PERFORMANCE	GOOD		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
ADEQUATE												

AUTONOMOUS EMERGENCY BRAKING - CYCLIST										PEDESTRIAN IMPACT TEST (40 KM/H)			
TEST SCENARIO	FCW		FORWARD				CYCLIST CROSSING (FARSIDE)						
	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	DAY	DAY	DAY
TEST SCENARIO													
PERFORMANCE	GOOD	MARGINAL	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY
ADEQUATE													



81%

13.06 POINTS
OUT OF 16

The Volkswagen ID. Buzz is fitted with an autonomous emergency braking (AEB) 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 all car-to-car rear test scenarios and in many 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 lane support system functionality showed GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A manually-set speed assistance system is standard equipment. A speed limit information function is not available.

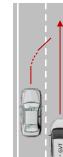
A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS		
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	3.97	(out of 4)
AEB - Junction Assist	1.33	(out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 60-160 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						GOOD	

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)	[NOT TESTED]



81%

13.06 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-250 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	PASS
Supplementary warning	PASS
Restraint activation / dynamic retractors	PASS

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)						10 KM/H			
FCW (30-80 km/h)						15 KM/H			
PERFORMANCE	GOOD					20 KM/H			
	ADEQUATE								

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR				Driving towards a slower moving car*				
	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. Buzz
People LHD

TESTED VEHICLE(S) BUILT

2022

TESTED BODY TYPE

People Mover

TESTED VEHICLE ENGINE

Battery Electric

RATING PUBLISHED

December 2025

RATING UPDATED

n/a

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