

VW ID.4

PURE 125 KW BUSINESS
ELECTRIC RWD AUTOMATIC



Sustainability Rating

2025



84%



Clean
Air

9.0 /10



Energy
Efficiency

7.6 /10



Greenhouse
Gases

8.9 /10

Driving Experience



Consumption
& Range

● ADEQUATE



Cold Winter
Performance

● ADEQUATE



Charging
Capability

● ADEQUATE

Our verdict

The ID.4 is a small electric SUV by Volkswagen. Tested here is the 'Pure' version with 125 kW. It comes with a relatively small battery of 52 kWh nominal capacity but weighs almost 2 tonnes. Despite the good consumption figures, the weight is a factor that caps the car's sustainability scores to a yet very creditable result of 4½ stars with an average score of 84%.

- › The ID.4 has no tailpipe emissions and excels in mitigating harmful brake dust through regenerative braking and the use of rear drum brakes. Production and energy supply slightly reduce its score.
- › Energy use is typical for a small SUV. Cabin heating raises demand temporarily, but urban and real-world tests show efficient consumption (14.7–16.6 kWh/100 km).
- › Low consumption, a small battery, and Europe's clean electricity mix boost the ID.4's environmental rating, despite its relatively high weight.

Disclaimer

Think before you print



Comments

The electric ID.4 naturally doesn't have any tailpipe emissions. It collects half of the available points for tyre abrasion but receives all of them for brake abrasion. This excellent score is thanks to a high brake energy recuperation share and the use of an enclosed brake system (drums) on the rear axle. The pollutant emissions of the vehicle production and energy supply have a moderately negative impact on the good performance in this part of the assessment.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. [Read more](#)

GOOD ●

10.0 /10

In laboratory

GOOD ●

10.0 /10

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	8.0 /8
Warm weather	●	●	●	●	●	●	10.0 /10
Highway	●	●	●	●	●	●	10.0 /10
Winter cold start	●	●	●	●	●	●	10.0 /10
Winter warm start	●	●	●	●	●	●	10.0 /10

On road

GOOD ●

10.0 /10

An on-road driving test, using portable emissions measuring equipment complements Green NCAP's laboratory tests. [Read more](#)

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	10.0 /10
Short city trip	●	●	●	●	●	●	10.0 /10
Congestion	●	●	●	●	●	●	2.0 /2

● good ● adequate ● marginal ● weak ● poor ● not applicable



9.0 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE ●

7.5 /10

Tyre wear

MARGINAL ●

3.0 /6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. [Read more](#)

	Result	Score
Influence of mass	●	1.0 /3
Wheel alignment	●	1.0 /1
Accelerator response	●	1.0 /2

Brake wear

GOOD ●

6.0 /6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. [Read more](#)

	Result	Score
Brake dust mitigation	●	0.0 /4
Brake dust containment	●	3.0 /6
Recuperative braking - warm test	●	4.7 /6



● good ● adequate ● marginal ● weak ● poor ● not applicable



9.0 /10

Additional Life Cycle Assessment information

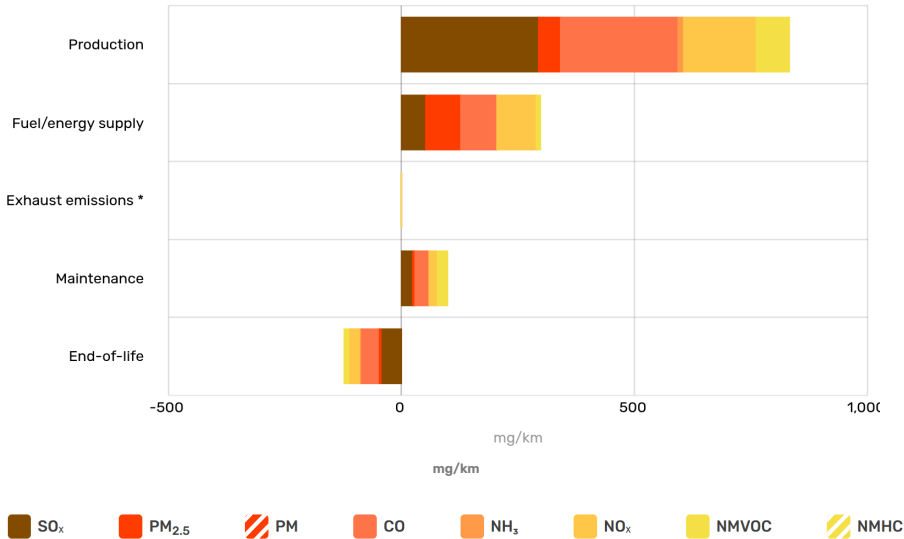
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE ●

7.2 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above



● good ● adequate ● marginal ● weak ● poor ● not applicable

Energy Efficiency

7.6 /10

Comments

The consumption values are as expected for a vehicle of this type. Heating the cabin quickly in cold winter conditions increases the electricity demand notably, but once the desired comfort level is reached, the consumption figures will drop significantly. With a SUV, it is no surprise that highway driving requires relatively high energy consumption. On the positive side, the real-world test and the short urban trip demonstrated good results – 16.6 and 14.7 kWh/100 km, respectively.

Energy demand

ADEQUATE ●

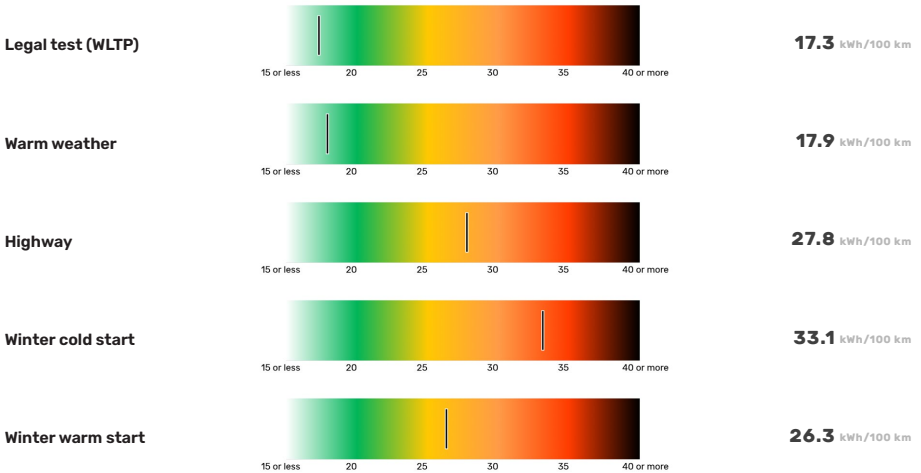
7.5 /10

Propulsion energy consumption in laboratory

GOOD ●

9.1 /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



● good ● adequate ● marginal ● weak ● poor ● not applicable

Energy Efficiency

7.6 /10

Additional Life Cycle Assessment information

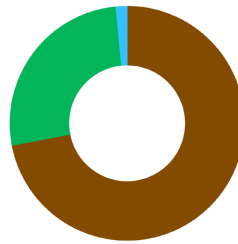
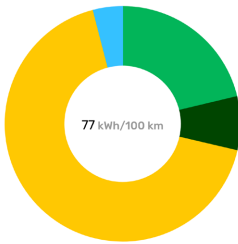
ADEQUATE ●

7.9 /10

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption

Energy source share in total LCA consumption



- Production & recycling 21.3%
- Battery production 7.4%
- Fuel/energy supply * 67.3%
- Maintenance 4.0%

- Fossil 72.0%
- Renewable 26.5%
- Other 1.5%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

ADEQUATE ●

8.3 /10



● good ● adequate ● marginal ● weak ● poor ● not applicable

Greenhouse Gases

8.9 /10

Comments

The consumption figures and the small battery help the ID.4 score well in this index. The relatively green European average electricity mix benefits the operation phase of the car. The production of the vehicle and its battery are accounted for.

Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

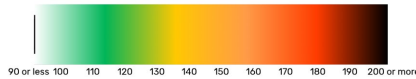
GOOD ●

10.0 /10

In laboratory

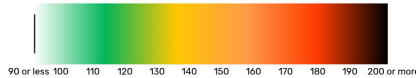
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Legal test (WLTP)



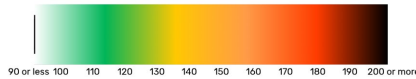
0.0 g CO₂-eq./km

Warm weather



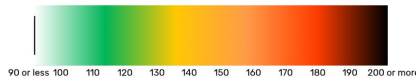
0.0 g CO₂-eq./km

Highway



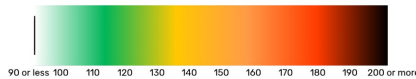
0.0 g CO₂-eq./km

Winter cold start



0.0 g CO₂-eq./km

Winter warm start



0.0 g CO₂-eq./km



● good ● adequate ● marginal ● weak ● poor ● not applicable

 Greenhouse Gases

8.9 /10

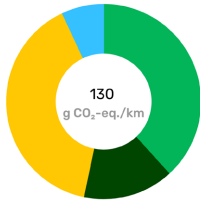
Additional Life Cycle Assessment information






Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

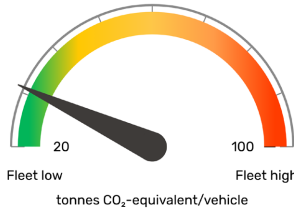
MARGINAL 

5.3 /10

Total LCA GHG emissions



-  Production & recycling 38.3%
-  Battery production 15.0%
-  Tailpipe emissions * 0.0%
-  Fuel/energy supply 39.7%
-  Maintenance 7.0%



* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.



 good  adequate  marginal  weak  poor  not applicable



Driving Experience



Consumption & Range

● ADEQUATE



Cold Winter Performance

● ADEQUATE



Charging Capability

● ADEQUATE

Green NCAP Comment

- › The estimated real-world consumption values of the ID.4 are in the 'adequate' range for all scenarios – warm weather and cold winter, urban, rural, highway and mixed driving. However, due to the relatively small battery of 52 kWh usable capacity, the driving range is seen as 'poor'. The consumption readings on the board computer display are accurate.
- › Drivers are advised to preheat the vehicle before cold winter trips, if possible. By doing so, an increased driving range can be achieved. The possible values are not high for the tested ID.4, but are still a valuable contribution to a longer driving range in cold conditions. The ID.4 impresses with a very quick heat-up of the cabin in cold ambient conditions, ensuring good thermal comfort for all passengers. It offers good standard equipment level, climatization control scheduling and remote control possibilities, as well as smart cabin management, which will reduce energy consumption if the vehicle is not fully occupied. Its cabin insulation is found to be 'adequate' and improving it would probably further reduce climatization energy demand in both heating and cooling scenarios.
- › The vehicle's home charging efficiency is unsurprising with a standard grid-to-battery-output value of 89.4%. The fast DC charging is seen as adequate. The ID.4 doesn't offer any kind of bidirectional charging functionalities.



Consumption & Range

ADEQUATE ●

Estimated actual consumption

ADEQUATE ●

[What consumption can be expected in real world conditions?](#)

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	18.2 ●	18.7 ●	21.6 ●	19.2 ●	kWh/100 km
Cold Winter	32.5 ●	26.2 ●	30.2 ●	29.7 ●	kWh/100 km

Driving range

POOR ●

[What driving range can be expected in real world conditions?](#)

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	320	310	269	304	km
Cold Winter	179	222	193	196	km

Accuracy of display

GOOD ●

[Is the consumption figure on the display correct?](#)



● good
 ● adequate
 ● poor
 ● not applicable



Cold Winter Performance

ADEQUATE ●

Driving range benefit of pre-warming

POOR ●

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Type	Driving Range Benefit	Result
Urban trip	+79 km	●
Mixed trip	+46 km	●

Cabin heating

GOOD ●

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	199 s ●	311 s ●
Footwell	221 s ●	

The rear footwell area left reached the temperature in 249 seconds and in the right in 299 seconds.



● good ● adequate ● poor ● not applicable



Cold Winter Performance

ADEQUATE ●

Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

	Y/N	Fitment
Heat pump	✓	Optional
Seating heating front	✓	Standard
Seating heating rear	✗	Optional
Steering wheel heating	✓	Standard
Scheduled pre-heating of seats	✓	Standard
Scheduled steering wheel pre-heating	✓	Standard
Scheduled cabin air pre-heating	✓	Standard
Smart cabin heating management	✓	Standard

Cabin thermal insulation

ADEQUATE ●

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.





Charging Capabilities

ADEQUATE ●

Battery pre-conditioning

Does the vehicle have the ability to optimize the battery temperature for fast charging?

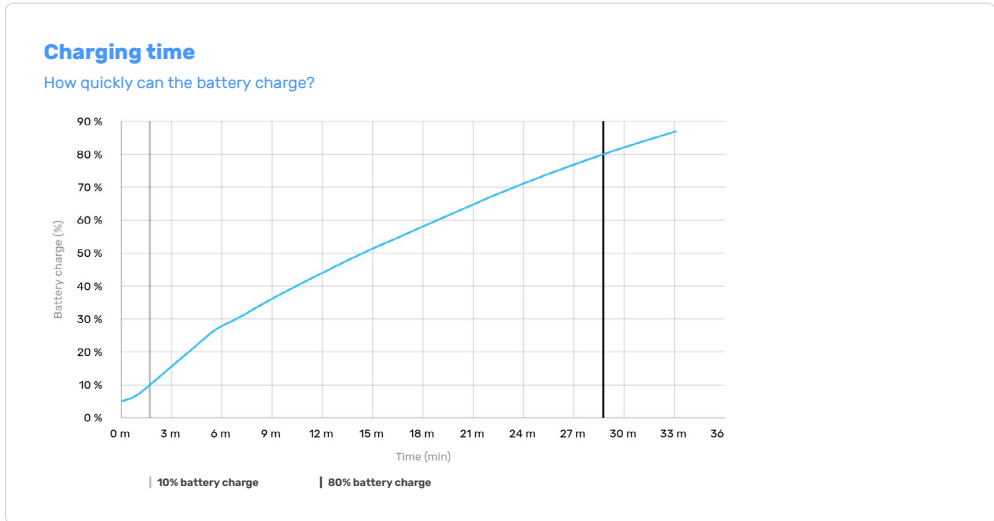
Fast charging is quicker when the battery temperature is in a certain range, and many vehicles possess the function to actively prepare for a coming fast charging event. Most use the charger destination in the navigational system to control the process, and some would offer a manual activation function.

	Manual	Automatic
Battery pre-conditioning	✓	✓

Fast charging

ADEQUATE ●

Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.



● good ● adequate ● poor ● not applicable

Charging Capabilities

ADEQUATE ●

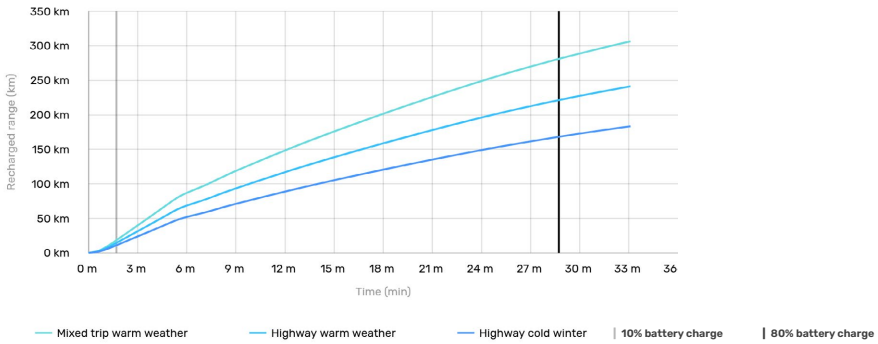
Fast charging

ADEQUATE ●

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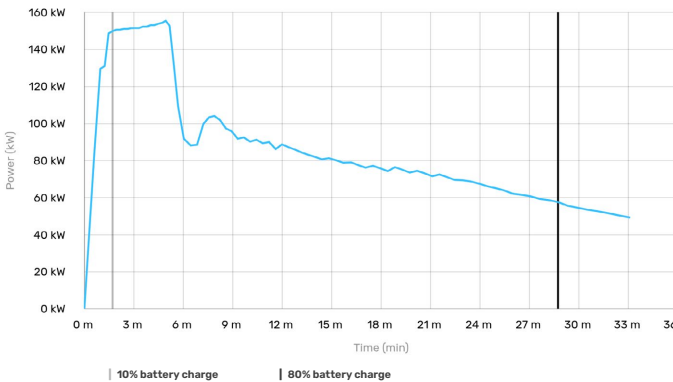
Recharged range gain per charging time

How long do you need to fast charge to drive a certain distance?



Charging power

How quickly does energy flow into the battery, depending on its charge level?



● good ● adequate ● poor ● not applicable

Charging Capabilities

ADEQUATE ●

Home charging efficiency

ADEQUATE ●

Is charging at home efficiently utilizing the energy withdrawn from the grid?

The assessed efficiency value is the grid-to-battery-output efficiency, which describes what share of the energy taken from the electricity grid is available for the vehicle to use for propulsion and other auxiliary functions. The value encompasses not only the charger efficiency but considers several other losses as well.

Home charging efficiency	89% ●
Maximum home charging power	11.0 kW Standard

Bidirectional charging

POOR ●

How capable is the vehicle of supplying energy from its battery to other devices or systems?

Bi-directional charging is available in some vehicles and is gaining increasing popularity. It comes with different power and functionality levels. However, battery usage for purposes additional to regular vehicle driving and charging might be disadvantageous for its durability and manufacturers might introduce limitations to protect it.

Power output Not available		
Compatibility		
× Vehicle-to-Load (V2L) The inlet or the interior socket can provide AC power through an electrical domestic socket.	× Vehicle-to-Household (V2H) The vehicle can provide power to a household through a charger.	× Vehicle-to-Grid (V2G) The vehicle can return power to the grid.
Grid integration		
× Basic No integration (just a socket for a stand-alone load). No scheduling option. Very basic visualisation.	× Limited Energy management system through the vehicle app (timers availability and power monitoring). Dedicated interface in the car, with mobile app monitoring.	× Advanced Advanced settings available such as tariff and consumption control, linked to distributor energy prices. Advanced real time energy flow visualization. AI powered suggestions for optimal usage.



● good ● adequate ● poor ● not applicable

Specifications

Vehicle class

Small SUV

System power/torque

125 kW/310 Nm

Engine size

n.a.

Declared consumption

17.3 kWh/100 km

Declared driving range

Overall 350 km

City 449 km

Declared CO₂

n.a.

Declared battery capacity

Usable (net) 52.0 kWh

Installed (gross) 55.0 kWh

Mass

1,987 kg

Heating concept

Waste heat & PTC heater & heat pump

Tyres

235/55 R19

Emissions class

AX

Tested car

WVGZZZE2XSP00xxx

Publication date

11 2025

Also covered by this rating

Variants

VW ID.4

Pure 125 kW BLACK EDITION electric RWD automatic

VW ID.4

Pure 125 kW ENERGY electric RWD automatic

VW ID.4

Pure 125 kW GOAL electric RWD automatic

VW ID.4

Pure 125 kW MOVE electric RWD automatic

VW ID.4

Pure Performance 125 kW electric RWD automatic

VW ID.4

Pure Performance 125 kW City electric RWD automatic

VW ID.4

Pure Performance 125 kW Style electric RWD automatic

VW ID.4

Pure 125 kW electric RWD automatic

Other models

Audi Q4 e-tron

35 electric RWD automatic

Audi Q4 e-tron

Sportback 35 electric RWD automatic

Ford Capri

Standard Range 52 kWh electric RWD automatic

Ford Explorer

Standard Range 52 kWh electric RWD automatic

Škoda Elroq

50 electric RWD automatic

VW ID.5

Pure electric RWD automatic



