

VW ID.7

210 KW ELECTRIC RWD AUTOMATIC

2024



98%



10.0 
/10

**Clean Air
Index**

9.6 
/10

**Energy Efficiency
Index**

9.8 
/10

**Greenhouse Gas
Index**

10.0
/10



Clean Air Tests



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

10.0/10 Cold Test



10.0/10 Warm Test



10.0/10 Highway



10.0/10 Cold Ambient Test



Road Test

10.0/10 On-Road Drive



5.0/5 On-Road Short Trip



8.0/8 On-Road Heavy Load



5.0/5 On-Road Light Load



2.0/2 Congestion



n.a.



good



adequate



marginal



weak



poor

Comments

With no tailpipe emissions, the electric Volkswagen ID.7 naturally scores the full 10 points in the Clean Air part of the assessment.

Energy Efficiency Tests



Laboratory Test

Energy

10.0/10	Cold Test		→	15.0 kWh/100 km
10.0/10	Warm Test		→	16.1 kWh/100 km
9.6/10	Highway		→	23.0 kWh/100 km
9.0/10	Cold Ambient Test		→	27.3 kWh/100 km

Consumption

Driving Range

Average	18.0 kWh/100 km	491 km
Worst-case	27.3 kWh/100 km	313 km



n.a.



good



adequate



marginal



weak



poor

Comments

The VW ID.7 delivers impressive energy consumption performance. It uses little electric energy, not only in the standard WLTC+ Lab Tests but also in the Highway Test and in the -7°C Cold Ambient Test. Here, the ID.7 needs only 23 and 27.3 kWh/100 km, respectively. These values are among the best recorded by Green NCAP so far. The On-Road Drive was performed in sunny, dry conditions at 18°C and the ID.7 recorded a consumption of just 16.9 kWh/100 km, which gives it a range of 506 km. When charging with 11 kW, 90.3% of the energy taken from the grid is available at the battery output – a good value, slightly above the average.



Greenhouse gases

CO₂

N₂O

CH₄

10.0/10 Cold Test



10.0/10 Warm Test



10.0/10 Highway



9.5/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

Comments

The Greenhouse Gas (GHG) Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of energy are added to those of the tailpipe. Since the ID.7 is a purely electric car, its assessed GHG emissions originate only from the upstream processes of electricity supply – ca. 42-77 g CO₂-eq./km, depending on the test consumption value. Thanks to its low energy consumption and the relatively low GHG of EU electricity production, the electric Volkswagen scores a very high 9.8/10.

Our Verdict

The ID.7 is a 4-door saloon with 5 seats, with an empty mass of 2,139 kg and a declared usable battery capacity of 77 kWh. The real wheel drive vehicle offers 210 kW of power and 545 Nm of torque. Despite its high mass, the good efficiency values of the ID.7 can be attributed to an aerodynamic body design, efficient powertrain and well managed heating system. The vehicle delivers a driving range of about 506 km in the real-world On-Road Drive, and 370 km in Highway driving with full power accelerations and 130 km/h maximum speed. As a worst case, a range of 313 km is calculated based on the consumption measured in a single WLTC lab test at -7°C without intermediate charging and with fast cabin heat-up and a comfortable cabin temperature. In reality, a single long drive would exceed this range as the cabin temperature would need to be warmed from -7°C only once. The test vehicles start the Cold Ambient Test after soaking at -7°C and the ID.7 reaches a cabin temperature of 18°C after 2.5 minutes. Green NCAP determined an available battery capacity of 77.2 kWh, which matches perfectly with the officially declared value. Overall, the Volkswagen ID.7 impresses with an Average Score of 98% and gets a thoroughly well-deserved 5 Green Stars.

Disclaimer [↗](#)

Specification

Tested Car

WVWZZZED3RE50xxx

Publication Date 03 2024	Vehicle Class Large Family Car	Tyres 235/50R19 (front),	Emissions Class
Mass 2,139 kg	Engine Size n.a.	System Power/Torque 210 kW/545 Nm	Declared CO₂ n.a.
Declared Battery Capacity 77.0 kWh	Declared Driving Range Overall 611 km City 755 km	Declared Consumption 14.4 kWh/100 km	
	Heating Concept PTC & Heat pump		



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