



The new ID.3 Neo

World premiere | April 2026



An all-new ID.3 Neo: new name, new design, new interior, new technologies

| | |
|-------------|----|
| Key aspects | 02 |
| In brief | 02 |

The ID.3 Neo in detail

| | |
|------------------------|----|
| The exterior design | 07 |
| The interior concept | 08 |
| The drive system | 12 |
| The equipment versions | 13 |

Notes:

1. ID.3 Neo – Combined power consumption 13.9 – 15.7 kWh/100 km; CO₂ - combined CO₂ emissions 0 g/km; CO₂ class: A.
2. Within the system limits. The driver remains responsible.
3. ID.3 Neo (125 kW) – Combined power consumption 13.9 – 14.9 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
4. ID.3 Neo (140 kW) – Combined power consumption 13.9 – 14.9 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
5. ID.3 Neo (170 kW) – Combined power consumption 14.4 – 15.7 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
6. All equipment specifications refer to the German market. There may be differences for other countries.



An all-new ID.3 Neo: new name, new design, new interior, new technologies

KEY ASPECTS

- **New design** – redesigned front end and enhanced light design give the ID.3 Neo the new ID. family face
- **New interior** – the completely new and very high-quality interior of the ID.3 Neo¹ has been consistently designed for more comfort and intuitive operation
- **New drive system** – the ID.3 Neo launches with an efficient drive system that enables ranges of up to 630 km
- **New technologies** – as an innovation, the ID.3 Neo will be available with the optional Connected Travel Assist with automatic traffic light recognition

IN BRIEF

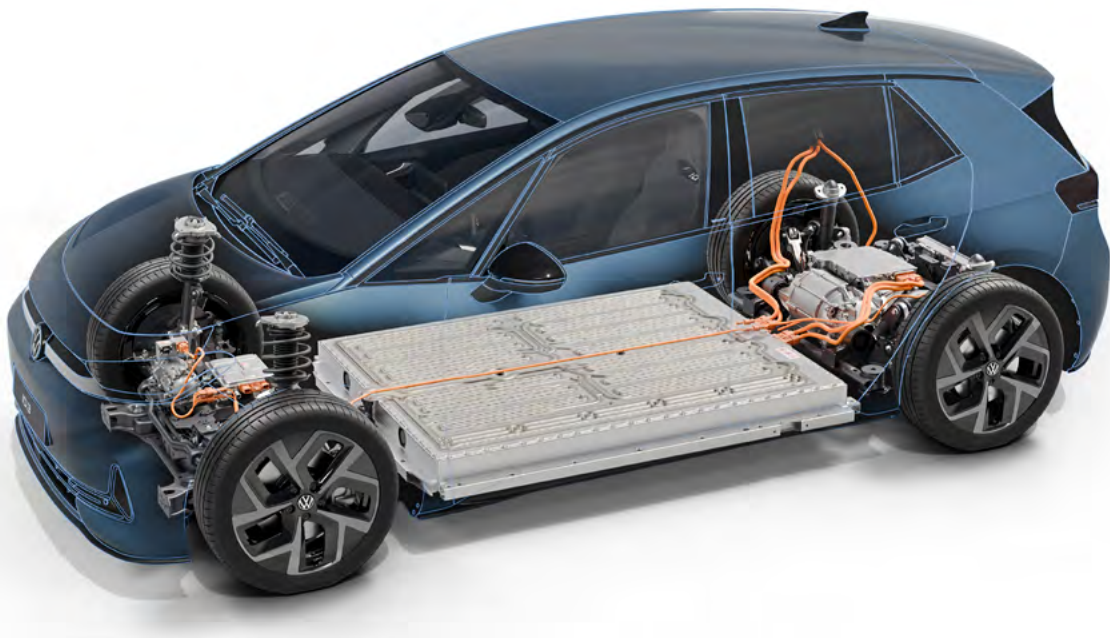
New focus. The ID.3 compact model is one of the five most successful electric cars on the European market. In 2025 alone, around 78,000 new car buyers across Europe chose an ID.3. In Germany, the mostly privately used ID.3 took second place last year after the ID.7, which is particularly successful as a company car. Volkswagen has now extensively enhanced and upgraded the ID.3. Boosted by the new brand strategy True Volkswagen – which places the focus on typical Volkswagen strengths such as superior design, high quality, technical perfection and intuitive operation – a new evolutionary stage of the compact all-rounder has been created, which also bears a new name: ID. 3 Neo¹. The exterior features include a redesigned front end based on Volkswagen's iconic Pure Positive design language and a new light design. The interior impresses with a systematically redesigned cockpit landscape with intuitive controls, embedded in interior materials at the level of the next-higher class. Technical features include a largely new and highly efficient drive system. In combination with the largest of the three available batteries, the WLTP



range forecast is up to 630 km. In addition, the ID.3 Neo will be one of the first vehicles in its class to feature the option of the new Connected Travel Assist, an assist system that automatically² brings the compact car to a standstill at red traffic lights. In addition, there is the new standard one-pedal driving function, which can be used to decelerate the ID.3 Neo solely by controlling the accelerator. Another new feature is the vehicle-to-load function, whereby the car can be used as a power source for external devices via an optional adapter for the charging interface. Volkswagen will start pre-sales of the ID.3 Neo in April. The market launch will follow in July.

New design clarity. As outlined above, True Volkswagen stands for the brand's focus on its strengths: a fascinatingly clear design, technical innovation, intuitive operation and long-lasting value. It is precisely these core brand values that are visible and tangible in the new ID.3 Neo. The exterior reflects the True Volkswagen philosophy in the newly designed front end. It now follows the Volkswagen Pure Positive design language defined by Andreas Mindt – Chief Designer of the brand and the Group. The design of the front end also creates a distinctive bridge to other new electric Volkswagen models such as the ID. Polo and ID. Cross. The same applies in particular to the completely redesigned interior of the ID.3 Neo, which also follows the Pure Positive design language.

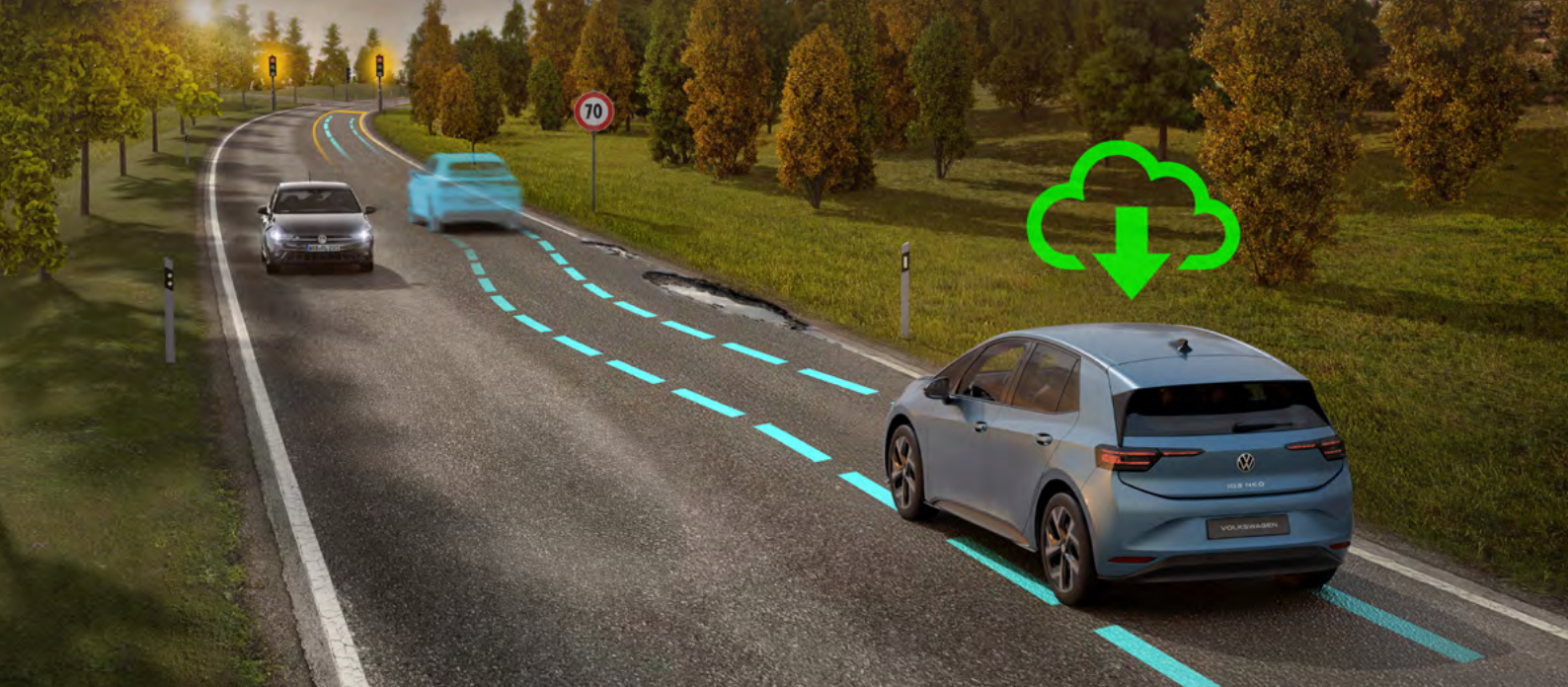
New interior world – 100% Volkswagen. At Volkswagen, the enhancement of an existing model is referred to as a product upgrade. In the case of the ID.3 Neo interior, Volkswagen went one major step further: the entire cockpit landscape and centre console, including the centre tunnel, is more like a complete transition to the next model generation in terms of development effort and results. This shows that Volkswagen has listened precisely to what customers expect in terms of operation, quality and design and has developed new solutions accordingly. As soon as the doors of the ID.3 Neo open, the eye is drawn to the high-quality materials that are pleasant to the touch, a clear horizontal layout of lines and surfaces, new ergonomic and self-explanatory operating controls, easy-grip buttons and intuitive controls for central functions. In addition, newly developed digital instruments, a new infotainment system ('Innovision'), a new-generation multifunction steering wheel that is extremely easy to operate, sturdy centre armrests between the driver and front passenger as well as completely redesigned upholstery fabrics for the seats and doors ensure that the interior of the ID.3 Neo conveys the feeling of sitting in a vehicle of the mid-range class instead of a compact class.



New high-efficiency drive. The ID.3 Neo is one of the first Volkswagen vehicles to be based on the latest evolutionary stage of the modular electric drive matrix, the MEB+. In contrast to the front-wheel drive models, the ID. Polo and the ID. Cross, the rear-wheel drive variant of the MEB+ is used in the ID.3 Neo – this is an ideal match for the, in some cases, higher output and the package of larger batteries in the ID.3 Neo. The ID.3 Neo's drive system is a new development. It is known internally at Volkswagen as APP350. The APP350 is highly efficient and replaces the previously used APP310 drive system in the ID.3 Neo. The only exception is the product line's upcoming sporty flagship model, which will be equipped with its own drive system with the APP550 and launched at a later date. The higher efficiency of the APP350 compared with the APP310 reduces energy consumption. With the same battery size, the new ID.3 Neo will therefore achieve higher ranges than the ID.3. By the way, 'APP' is the abbreviation for Axial Parallel Position, which describes the configuration of the permanently excited synchronous motor; the numbers 350 and 550 respectively indicate the maximum torque in newton-metres.

New combinations. At the launch, the ID.3 Neo will be available in three equipment lines⁶ (Trend, Life and Style) and with three power outputs, as well as three different battery sizes. The three electric drive motors develop an output of 125 kW (170 PS)³, 140 kW (190 PS)⁴ and 170 kW (231 PS)⁵. The 125 kW version is coupled to a battery with an energy content of 50 kWh (net). It is the standard configuration of the ID.3 Neo Trend. The ID.3 Neo Life and ID.3 Neo Style will also be optionally configurable with a 58 kWh battery (net) and 140 kW output as well as a 79 kWh battery with 170 kW (net) output. The batteries with an energy content of 50 and 58 kWh will have a particularly constant and high DC charging capacity of up to 105 kW at DC quick-charging stations, while the 79 kWh version can charge with up to 183 kW. As mentioned, a new sporty flagship ID.3 model will follow as the most powerful version of the product line in the future.

New equipment lines⁶. With the launch of the new ID.3 Neo, the ID.3 equipment versions Pure, Pro and Pro S will be replaced by the equipment lines Trend, Life and Style familiar from the Volkswagen world. What all three lines have in common is excellent standard equipment, which differ in terms of comfort, design and technical scope.



New possibilities. Details such as a large panoramic roof, the 360-degree Area View, a massage and memory function for the front seats, a premium sound system from Harman Kardon, the memory function for Park Assist Pro, an augmented reality head-up display and a removable bracket for ball couplings for attaching a bicycle carrier (75 kg drawbar load) are available as options. The versatility of the electric compact model is increased by the vehicle-to-load function, which can be used to operate or charge other devices. Volkswagen offers an adapter, which is plugged into the charging interface, for this purpose. This makes the ID.3 Neo perfect for weekend trips with two e-bikes, which can not only be transported easily and safely thanks to the bicycle carrier bracket, but can also be recharged directly at the car between two rides.

New intelligence. Thanks to the latest software, the ID.3 Neo comes with a range of cutting-edge assist systems as standard. In addition, assist systems such as the next generation of Travel Assist will be available as an option. Since the system is able to use swarm data for the first time, it has been renamed as Connected Travel Assist, as described above. The assist system for assisted lateral and longitudinal guidance now also reacts to traffic lights² for the first time – a first for this segment. If the new Connected Travel Assist function detects a red traffic light, it automatically² brakes the compact Volkswagen to a standstill. Another new feature is One Pedal Driving, which rapidly decelerates the ID.3 Neo through control of the accelerator pedal alone.

ID.3 Neo front and rear lighting

LED functions



Daytime running lights/turn signals
Matrix module (swivelling)
High beam
Cornering lights

Illuminated logo

Light strip



3D taillights with dynamic indicator

LED taillights with selectable animations



Technical data of the ID.3 Neo

| | |
|-------------------------------|--|
| Drive | MEB+, rear-wheel drive |
| Battery sizes (net) | 50 kWh, 58 kWh, 79 kWh |
| Output with 50 kWh battery | 125 kW (170 PS) ³ |
| Output with 58 kWh battery | 140 kW (190 PS) ⁴ |
| Output with 79 kWh battery | 170 kW (231 PS) ⁵ |
| DC charging capacities (max.) | 105 kW (50 and 58 kWh) and 183 kW (79 kWh) |
| Range | up to 417 km with 50 kWh up to 494 km with 58 kWh up to 630 km with 79 kWh |
| Length | 4,265 mm |
| Width | 1,809 mm |
| Height | 1,554 mm |
| Wheelbase | 2,766 mm |



The ID.3 Neo in detail

THE EXTERIOR DESIGN

Pure and positive. The True Volkswagen guiding principle stands for the brand's systematic focus on its strengths. This transformation can be seen and felt in new and enhanced models such as the ID.3 Neo. The exterior reflects the True Volkswagen philosophy in the newly designed front end. It now follows the Volkswagen Pure Positive design language newly defined by Andreas Mindt – Chief Designer of the brand and the Group. This design language increases the focus on the brand's iconic, timeless and high-quality design. Pure Positive is based on the three pillars of Volkswagen design: stability, likeability and secret sauce. Each of these three pillars shapes the ID.3 Neo in a new way in many areas. The design of the front end also creates a distinctive bridge to other new electric Volkswagen models such as the ID. Polo and ID. Cross.

New front end, new lighting system. The ID.3 Neo is immediately recognisable by its newly designed front end. The division into three horizontal levels creates a new clarity and a particularly likeable appearance. In the upper third, the newly developed LED headlights are striking in that they are slimmer and have a particularly charismatic appearance. The headlights are connected by a wide, glass-covered horizontal bar, which, depending on equipment, is continuously illuminated in the lower half. In this case, the centrally integrated VW logo is now also illuminated. The headlights themselves are bordered upwards by narrow LED strips that look like eyebrows. The interplay of all LED elements creates an unmistakable Volkswagen day and night light design.

Clearly structured bumper. The central and lower areas of the front end have also been redesigned. The additional linear clarity is conspicuous here. The horizontal structure emphasises the width of the ID.3 Neo and makes it look even more stable on the road. In contrast to the predecessor, the ventilation openings for the vehicle's drive and cooling system have been extended far into the sides of the bumper. The ACC radar sensor is integrated here.



Elongated silhouette, rear end completely painted in the vehicle colour. In the silhouette view, it is immediately evident that the new ID.3 Neo has a significantly more elongated look, giving the vehicle a more dynamic and mature appearance. And this effect is achieved even though the vehicle's side design – with the exception of new wheels – has not been modified. Instead, the look is changed here by a new colour scheme: whereas the predecessor was consistently characterised by a black roof, a black roof spoiler and a windscreen surround also painted black, these areas are now finished in the vehicle colour. This makes the roof section appear longer and more elegant, which in turn means the ID.3 Neo has a greater presence on the road from this perspective. The boot lid of the predecessor was also always black. On the ID.3 Neo, it is now always painted in the vehicle colour. As a result, the electric compact vehicle is intentionally visually closer to classic Volkswagen compact models. Thanks to the roof spoiler now also painted in the vehicle colour, the roof visually gains length at the rear and makes the ID.3 Neo appear flatter and more dynamic. Always centrally positioned under the VW logo on the boot lid: the new ID.3 Neo lettering.

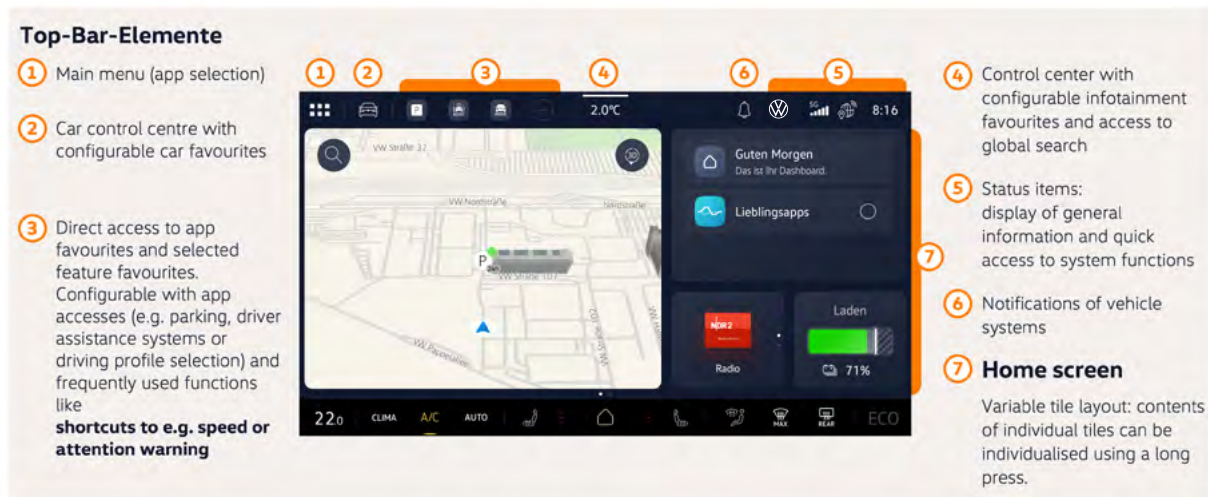
THE INTERIOR CONCEPT

New clarity in the interior. At Volkswagen, the enhancement of an existing model is referred to as a product upgrade. In the case of the ID.3 Neo interior, Volkswagen went one major step further: the cockpit landscape and centre console including centre tunnel are more like a model transition from one generation to the next in terms of development effort and results. This is because here too, Volkswagen has listened precisely to what customers expect in terms of operation, haptics and appearance and has designed new solutions accordingly.

High quality, clear and intuitive operation. As soon as the doors of the ID.3 Neo open, it becomes clear that a completely new level of quality and clarity has emerged. New, soft and elegant materials, a consistently horizontal layout of lines and surfaces, new ergonomic and intuitive controls and buttons for central functions, newly developed displays, a new-generation multifunction steering wheel that is particularly easy and precise to operate, sturdy and uphol-

MEB+ infotainment display

Updated intuitive operating concept



stered centre armrests between the driver and front passenger as well as completely redesigned upholstery fabrics for the seats and doors ensure that the interior of the ID.3 Neo conveys the feeling that you are sitting in a vehicle of the next-higher class – that 100% Volkswagen feeling.

Crystal-clear displays. In the dashboard area, every detail on board the ID.3 Neo has been redesigned and developed. The new, rectangular and larger Digital Cockpit as well as the new infotainment display are arranged on one visual axis. The Digital Cockpit features crystal-clear graphics and measures 26.0 cm (10.25 inches) across the diagonal. Unlike the smaller digital instruments in the predecessor, the new Digital Cockpit also offers various graphical 'views' – including integration of the map display from the (optional) navigation system. What is more, using the View button on the multifunction steering wheel, the driver can now also call up a retro display as a graphic of the Digital Cockpit which shows the instrument view of a late-model Golf I from the 1980s. In this case, there is a classic speedometer on the left and a rev counter on the right. In the case of the ID.3 Neo, however, it does not display the engine speeds, but rather the energy output or energy absorption (by recuperation) of the drive as a power display. In addition, other modern functions such as the display for Dynamic Road Sign Display and other assist systems are integrated into the layout of the retro display. The InnoVision infotainment system has also been newly developed and redesigned. It replaces the previous Discover system and, like the previous version, will be launched in three configuration levels. A new app store has also been integrated into the In-Car Shop of the new infotainment system, which allows functions and services to be activated or extended digitally, flexibly and on a vehicle-specific basis. Like with a smartphone, popular apps relating to audio, video streaming, parking, charging and gaming are available here for download. The design and graphics of the touch display itself follow the display of models such as the ID.7, the current Golf or the new ID. Polo and ID. Cross. The crystal-clear display and the diagonal of 32.77 cm (12.9 inches) make the display look like a high-quality, horizontal tablet.

New features of the mobile online services. In the new software generation of the ID.3 Neo, the VW Connect package is implemented free of charge for ten years from initial delivery. In future, it will include numerous functions that were previously part of the VW Connect Plus paid offer, including the IDA online voice assistant, navigation services, a digital vehicle key,



various charging services and several remote functions. In general, the specific functional scope of individual services depends on the hardware installed in the vehicle. In addition to the standard online features, Volkswagen offers clearly structured additional packages. These include:

- **VW Comfort & Entertainment** with, among other things, 20 GB data volume per month and a Wi-Fi hotspot (included for 1 year from initial delivery).
- **VW Safe & Secure** as an optional package with services such as support in the event of vehicle theft and Online Anti-Theft Alarm.

Digital vehicle key – access with mobile device. The new digital key for the ID.3 Neo enables convenient access to the vehicle with a mobile device – in other words, a smartphone or smartwatch. The function of the digital vehicle key supplements the classic vehicle key. Communication takes place wirelessly in a similar way to payment processes with a smartphone or smartwatch; a special app is not required.

Multifunction steering wheel with precise operation. The multifunction steering wheel has been completely redesigned with a rim that is flattened at the top and bottom and clearly structured button panels. The functions of the cruise control system or, depending on equipment, Adaptive Cruise Control and Connected Travel Assist are combined in the button group to the left of the airbag. Also located there: the redundant volume control in the ID.3 Neo. To the right of the airbag is the button panel for controlling the Digital Cockpit, activating the IDA voice assistant (together with ChatGPT) and operating the steering wheel heating (heating function can also be activated later on demand). The steering column switches for gear position and the parking brake (right) as well as for the turn signal, main beam and wiper functions (left) are located behind the steering wheel. Integrated in the steering column: the separate start/stop button for the drive. The ID.3 Neo can also be started with the brake pedal depressed by turning the position selector to D or R. The central functions for the headlights and tail light clusters are located on the left of the dashboard.

Centre console with classic buttons. The central climate control functions – temperature control, blower, air conditioning on/off, automatic climate control mode, air recirculation, wind-



screen defroster, rear window heater – are integrated separately into a strip with buttons in the centre console, while the hazard warning light switch is located in the centre. The easy-grip buttons resemble rocker switches and look and feel like the controls in iconic sports cars. In the level below, there is a stowage compartment for two smartphones (on the driver side with inductive charging function depending on equipment), two drink holders that can be varied in size using plug-in elements and the centre armrest that can be folded out to the left and right. A large stowage compartment that can even accommodate an up to 13-inch tablet is located beneath the folded-open centre armrest.

Rotary audio control and second level of the centre console. A new rotary knob for the audio volume is integrated between the smartphone tray and the drink holders. It can also be used to change songs and stations using the track function. Volkswagen has responded here to the clear wish of customers to control the audio volume intuitively using a classic control instead of a slider. Practical: below this area of the centre console there is a second level, open to the sides, which offers space for a small handbag, for example. Volkswagen has also redesigned the door trims. As in the entire interior, haptically and visually more elegant materials are used here. There is now also a completely new touch panel in the driver's door for the four electric windows, which are now much easier to operate.

AR head-up display. Like the ID.3, the new ID.3 Neo is optionally equipped with an augmented reality head-up display – still a unique feature in this segment. The AR head-up display projects the information relevant for driving into the driver's field of view, so they can keep their eyes on the road. The active navigation of a mobile telephone connected via Apple CarPlay or Android Auto is now integrated into the augmented reality display. In addition, there is once again the practical ID. Light, which uses an interactive LED strip in front of the lower area of the windscreen to alert the driver to dangers, for example, or displays intuitively understandable navigation, charging or telephone instructions. Depending on equipment, there will also be 10- or 30-colour background lighting on board the ID.3 Neo again.

Comfort for long journeys. Like all electric Volkswagen vehicles, the ID.3 Neo impresses with exceptionally good use of space. In combination with its ergonomic seats and good ranges,

Rear-axle drive APP350

Overview

Balanced riding performance through **high performance: up to 170 kW**

Spontaneous response due to **high torque: up to 350 Nm**



WLTP electric consumption **reduced** by up to **35%** compared to the predecessor drive system thanks to **detailed efficiency measures**

Excellent overall properties due to **coordinated developed components**

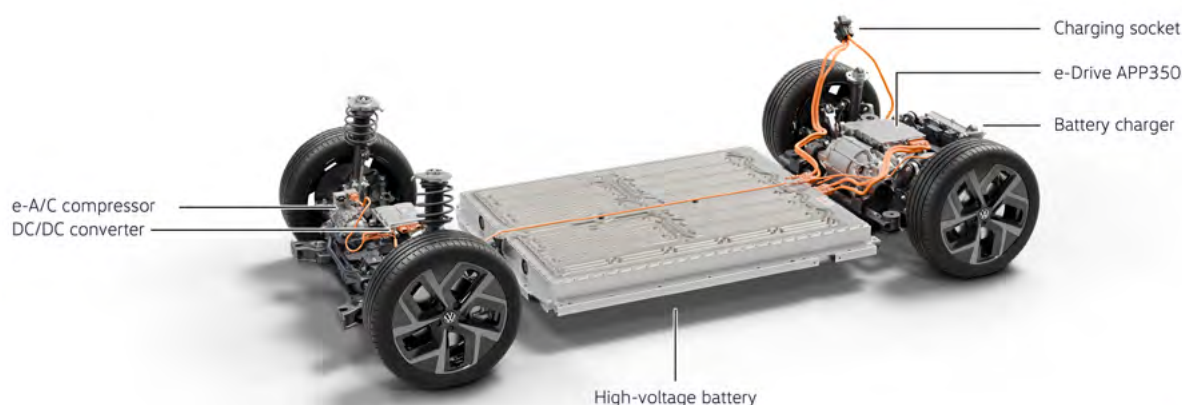


the fully-fledged five-seater also enables comfortable long-distance journeys with family or friends. As with the ID.3, Volkswagen will once again offer the ID.3 Neo with optional ergoActive front seats including electric adjustment, memory function, seat depth adjustment, pneumatic lumbar support and massage function.

Space for travel. Behind the asymmetrically split and folding rear seat backrest equipped as standard, there is a practical luggage compartment with a volume of 385 litres. If the rear seat backrest is folded down, the maximum luggage capacity of the 1,601 mm long load compartment increases to 1,267 litres. The ID.3 Neo will also be optionally configurable with a practical bracket for bicycle carriers. This is concealed behind the hinged number plate cover for optimal accessibility and is simply plugged in when required. Thanks to a drawbar load of up to 75 kg, it is also suitable for transporting heavy e-bikes.

THE DRIVE SYSTEM

New high-efficiency drive APP350. The new ID.3 Neo is one of the first Volkswagen vehicles to be based on the latest evolutionary stage of the modular electric drive matrix: the MEB+. In contrast to the front-wheel drive models, the ID. Polo and the ID. Cross, the rear-wheel drive variant of the MEB+ is used in the ID.3 Neo – this is an ideal match for the, in some cases, higher output and the package of the larger batteries of the ID.3 Neo. The drive system of the ID.3 Neo is a new development. It is known internally at Volkswagen as APP350. The APP350 is highly efficient and replaces the previously used APP310 drive in the ID.3 Neo up to an output level of 170 kW. The only exception is the future sporty flagship model of the product line, which will use its own drive system, the APP550. Here, 'APP' is the abbreviation for Axial Parallel Position, which describes the configuration of the permanently excited synchronous motor; the 350, 310 and 550 respectively indicate the maximum torque in newton-metres. The higher efficiency of the APP350 compared with the APP310 reduces the energy consumption of the system. In turn, this means the new ID.3 Neo will achieve higher ranges than the ID.3 with the same battery size.



Three power and battery levels. At the launch, the ID.3 Neo will be available in three equipment lines (Trend, Life and Style) and three power outputs, as well as with three different battery sizes. The three electric drive motors develop an output of 125 kW (170 PS)³, 140 kW (190 PS)⁴ and 170 kW (231 PS)⁵. The 125 kW version is coupled to a battery with an energy content of 50 kWh (net). It is the standard configuration of the ID. 3. Neo Trend. The ID.3 Neo Life and ID.3 Neo Style will also be optionally configurable with a 58 kWh battery (net) and 140 kW as well as a 79 kWh battery with the 170 kW (net) output previously mentioned. The batteries with an energy content of 50 and 58 kWh have a charging capacity of up to 105 kW at DC quick-charging stations, while the 79 kWh version will be capable of DC quick charging with up to 183 kW.

Range of up to 630 km. The range for the ID.3 Neo with 50 kWh battery and 125 kW is up to 417 km. For the ID.3 Neo with a 58 kWh battery and 140 kW output, the range is up to 494 km. The maximum WLTP range with the large 79 kWh battery is up to 630 km. Depending on the battery version, approx. 26 to 29 minutes can be expected for DC charging from 10 to 80 per cent.

New electronic engine sound. The exterior sound of the ID.3 Neo is a new development. This is because many countries stipulate that pedestrians must be able to hear an inherently silent electric vehicle at low speeds. Against this background, Volkswagen has designed a new brand sound. Various parameters are incorporated here to make the sound experience as pleasant and fascinating as possible. The new sound is active up to 25 km/h in all gear selector positions and driving profiles. In the Sport driving profile, a particularly charismatic sports sound is also generated at speeds of up to 50 km/h. The sound carpet is adapted in real time depending on driving-relevant variables such as speed, accelerator pedal position and drive torque.

THE EQUIPMENT VERSIONS

Trend⁶, Life⁶ and Style⁶. With the launch of the new ID.3 Neo, the ID.3 equipment versions Pure, Pro and Pro S will be replaced by the equipment lines Trend, Life and Style familiar in the Volkswagen world. Common to all three lines: a very good level of standard equipment.



ID.3 Neo Trend⁶. Features such as the IDA voice assistant with integrated ChatGPT, App Connect Wireless for Apple CarPlay and Android Auto, a self-dimming interior mirror, folding exterior mirrors, the Keyless Start function, driving profile selection, automatic air conditioner and 10-colour background lighting will already be standard equipment in the ID.3 Neo Trend. Steering wheel heating is available as an on-demand function, which can be activated later. In addition, there are numerous assist systems such as Adaptive Cruise Control, Dynamic Road Sign Display or Lane Assist and Front Assist with Pedestrian and Cyclist Monitoring.

ID.3 Neo Life⁶. In addition to the equipment of the Trend version, the new ID.3 Neo Life will leave the German Volkswagen plant in Zwickau with additional standard details such as 18-inch alloy wheels, an inductive charging function for smartphones, a two-zone automatic air conditioner (Air Care Climatronic), a rear view camera system and a proactive occupant protection system. Different upholstery fabrics also enhance the interior.

ID.3 Neo Style⁶. The new ID.3 Neo Style will be even more exclusive than the Life version. In addition to further individualised interior equipment, the extended standard equipment includes details such as the IQ.LIGHT LED matrix headlights with illuminated VW logo at the front and advanced main-beam control Dynamic Light Assist, LED tail light clusters, anti-theft alarm system, 30-colour background lighting, ID. Light, premium sport comfort seats with integrated head restraints, refined accelerator and brake pedals with 'Play' and 'Pause' signs, a VW logo in the multifunction steering wheel now illuminated for the first time, steering wheel and seat heating as well as the navigation function.

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