



The all-new ID. Polo

World premiere, April 2026

Much more than a city car: new ID. Polo will be launched with a timelessly clear design, a range of up to 454 km¹ and an excellent price–performance ratio

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KEY ASPECTS

- **A bestseller goes electric** – pre-sales of the new electric ID. Polo² will start from the end of April
- **Maximum versatility** – the new ID. Polo will initially be available with three power outputs (85 kW², 99 kW², 155 kW³) and two battery sizes and will have a range of up to 454 km¹
- **Compact but spacious** – thanks to the new front-wheel drive concept, the ID. Polo offers plenty of space for five people with up to 441 litres of luggage
- **Get in and feel at home** – the new ID. Polo's interior is intuitive to operate, well thought-out down to the tiniest detail and follows the Pure Positive design language
- **New technologies** – the ID. Polo is optionally available with a digital vehicle key and Connected Travel Assist and automatic traffic light recognition
- **Characteristically Volkswagen** – the ID. Polo chassis offers a perfect balance of comfort and dynamism and a new, optimally controllable brake system
- **Designed for urban living** – the new We Charge City Tariff⁴ from the Group's subsidiary Elli makes public charging in cities as affordable as charging at home

IN BRIEF

Pre-sales – the countdown has started. Volkswagen delivers and is bringing affordable electric mobility to the road with the new ID. Polo. Pre-sales of the first electric Polo will start as soon as the end of April. It is the seventh generation of a bestseller that has been sold more than 20 million times – only this time it is all-electric and completely new. The ID. Polo is based

Karosseriestruktur ID. Polo

Body structure ID. Polo



on the current evolutionary stage of the modular electric drive platform: the MEB+. The electric Volkswagen comes with front-wheel drive. Thanks to the particularly compact MEB+ modules, the new ID. Polo offers significantly more space than a comparable model with conventional drive. The new Volkswagen was developed within the Group as a joint project of the Brand Group Core. This is associated with strong synergy effects, which help the new ID. Polo to offer excellent value for money. The ID. Polo Trend – the already well-equipped entry-level model – will be launched in Germany at prices starting from 24,995 euros, for example. The ID. Polo Life (with focus on comfort) and the dynamically elegant ID. Polo Style will be available as further equipment lines. A sporty flagship model will also follow next year: the ID. Polo GTI². Common to all four versions is an unparalleled level of quality. The new model also excels in terms of its technologies – for example, with the new Connected Travel Assist including automatic traffic light recognition, one-pedal driving (strong deceleration of the car solely by control of the accelerator) or the Vehicle-to-Load function, in which the car becomes a power source for external devices such as e-bikes.

Range of up to 454 km,¹ DC quick charging always standard. In 2026, the ID. Polo will be available in three output levels with 85 kW (116 PS), 99 kW (135 PS) and 155 kW (211 PS). The ID. Polo GTI will be introduced in 2027 with 166 kW (226 PS). All versions have the newly developed Group unified cell on board in a particularly compact and efficient cell-to-pack design. The 85 kW and 99 kW versions will be equipped as standard with a 37 kWh (net) LFP (lithium iron phosphate) version of the new high-voltage battery. This battery can already be charged at DC quick-charging stations with up to 90 kW. According to the provisional forecast, the ID. Polo with the 37 kWh battery will be able to cover up to 329 km¹ between charging stops. The 155 kW and 166 kW drives will be powered by an NMC version (nickel manganese cobalt battery) of the new Group unified cell. This battery offers an energy content of 52 kWh (net), enables ranges of up to 454 km¹ (provisional forecast) and can be charged at DC stations with up to 105 kW.

Pure Positive – elegant, timeless and clear. The new ID. Polo is the first production model to follow the new Volkswagen Pure Positive design language. Andreas Mindt, Chief Designer for the Volkswagen brand and Group, and his team have created a compact car that has an extremely high-quality, timeless and charismatic appearance thanks to its crystal-clear proportions, iconic design features such as a C-pillar inspired by the first Golf, a front end with a



very likeable look and a powerful rear end. The seventh generation of the product line is immediately recognisable as a Polo – but with a significantly more elegant design that also reflects technological progress.

Dimensions – compact and spacious. The ID. Polo is based on the latest evolutionary stage of the modular electric drive platform: the MEB+. This enables significantly better use of space in the ID. Polo than in the Polo based on the MQB platform (modular transverse matrix for combustion-engine vehicles). The fact that there is a very large interior within the compact exterior is demonstrated by one value here: the large luggage compartment volume of 441 litres. In detail, the ID. Polo is 4,053 mm long, 1,816 mm wide and 1,530 mm high; the wheelbase is 2,600 mm. For comparison, the values for the MQB Polo, which will continue to be offered in parallel, are as follows: 4,074 mm (length), 1,751 mm (width), 1,451 mm (height) and 2,552 mm (wheelbase).

Feel good – at home on the road. The Pure Positive design language also characterises the interior of the ID. Polo. Andreas Mindt: “With the ID. Polo, we wanted to create an interior that feels like a friend from the very first encounter. Clear physical buttons promote a feeling of stability and confidence, warm-looking materials give it a genuinely likeable aura, while lovable details such as our new ‘retro display’ allow Volkswagen’s unmistakable charisma to shine through. The ID. Polo is a compact car with a big heart – Pure Positive in its purest form.” And indeed, every detail in the interior is intuitive to operate, cleverly thought-out and charismatically designed. An interior with an immediate feel of familiarity is created by the intelligent spatial architecture, high-quality materials, clearly designed and ideally accessible physical buttons and rotary controls, digital displays on one visual axis, innovative features such as the “retro display” that add a touch of nostalgia to the digital instruments (look & feel of the Golf I facelift) or the ID. Light integrated for the first time not only in the dash panel but also in the front doors (intuitive interaction between vehicle and driver) as well as excellent ergonomics.

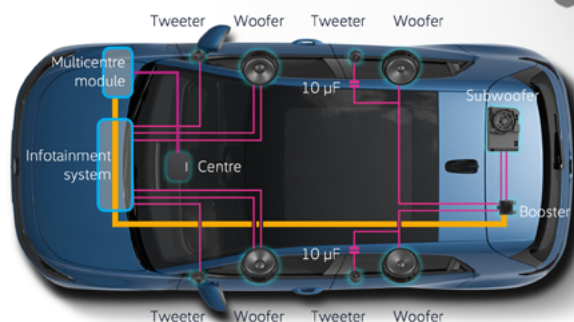
Trend – entry-level version with DC quick-charging. The ID. Polo not only marks the return of classic and popular model names to the electric Volkswagen world, but well-known equipment designations, too. The equipment lines start with the ID. Polo Trend, which is already equipped with a 90 kW DC quick-charging function as standard. In addition, assist systems such

ID. Polo Premium-Soundsystem / ID. Polo premium sound system

Harman Kardon

11-Kanal-System mit 10 Lautsprechern,
davon drei doppelt angetrieben

11-channel system with 10 speakers,
three of which are dual-powered



as Side Assist and Lane Assist (incl. Emergency Assist) are part of the standard equipment. Always on board are features such as LED headlights incl. main-beam control, the Digital Cockpit with 10-inch display, the 13-inch Innovision infotainment system, a multifunction steering wheel in leatherette and automatic air conditioner.

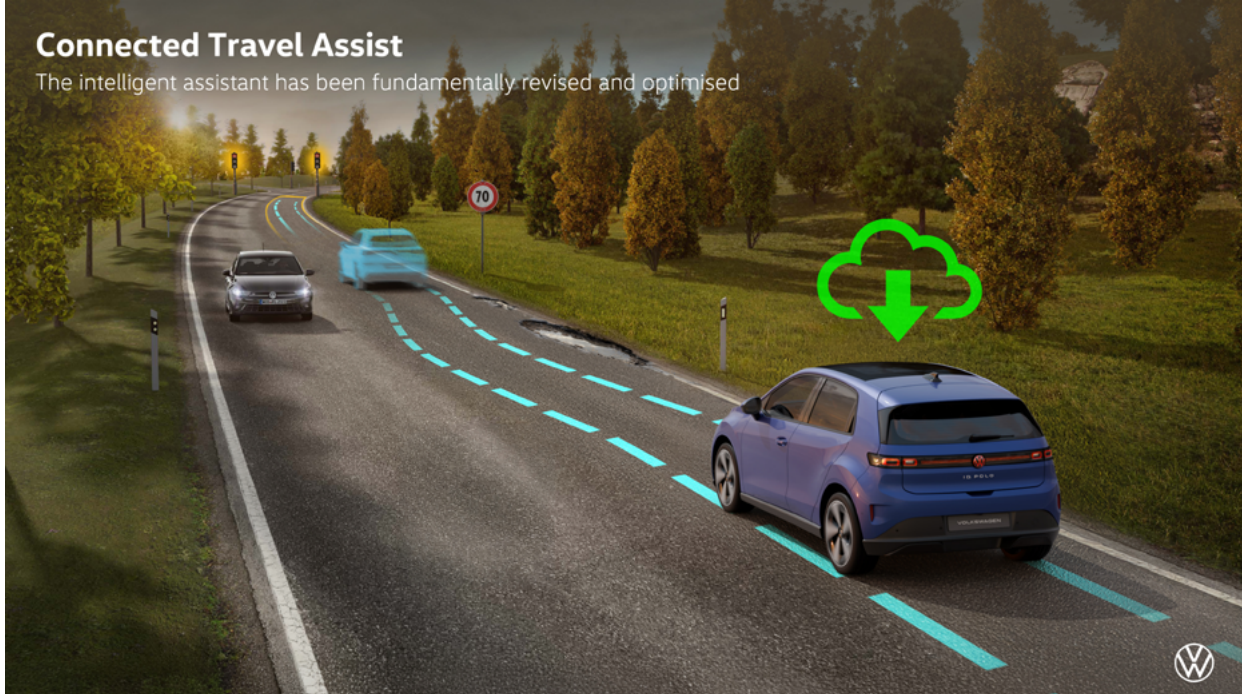
Life – comfort equipment with Adaptive Cruise Control. The ID. Polo Life will be launched as the second equipment level. It is fitted as standard with assist systems such as Adaptive Cruise Control (ACC), a rear view camera system, Park Distance Control (front) and Front Cross Traffic Assist. An automatic anti-dazzle interior mirror and electrically folding exterior mirrors with memory function additionally ensure greater convenience. Digital features such as voice control, App Connect for Apple CarPlay and Android Auto as well as an inductive charging function for smartphones are also standard. In addition, there is a variable luggage compartment floor for even more convenient use of the large luggage compartment.

Style – top-of-the-range version with IQ.LIGHT LED matrix headlights. In addition to the features of the Trend and Life equipment levels, the ID. Polo Style also comes with state-of-the-art lighting technology in the form of the IQ.LIGHT LED matrix headlights with illuminated LED light strip, 3D LED tail light clusters and illuminated VW logo at the front and rear. The interior is characterised by sport comfort seats, background lighting and high-quality materials. Functions such as steering wheel and seat heating as well as two-zone automatic air conditioner are also part of the premium equipment. Further innovations include ID. Light, which is now also displayed at the sides in the doors.

Optional equipment – features from higher segments. The optional equipment for the new ID. Polo includes exclusive and in some cases unusual details for this class, such as a high-end sound system from Harman Kardon with 425 watts of music output, ten speakers including centre speakers for clear voice transmission and a subwoofer. Also available as an option: a large panoramic glass roof. One new feature that isn't found anywhere else in this segment is the pneumatic massage function for the electrically adjustable 12-way front seats. Users can choose from three massage programmes – a luxury-class feature for a compact-class car. The electrically adjustable driver seat is also equipped with a memory function.

Connected Travel Assist

The intelligent assistant has been fundamentally revised and optimised



Vehicle-to-Load as standard. The new ID. Polo will be one of the first electric Volkswagen models to offer the Vehicle-to-Load function. This is a charging function for supplying power to external devices during leisure activities. If, for example, you use the plug-in ball coupling with its 75 kg drawbar load to take your e-bikes with you on a weekend away, you can use a (Schuko) plug adapter from Volkswagen Accessories to charge them from the charging socket of the ID. Polo with a charging power of up to 3.6 kW. Depending on the version, the ID. Polo equipped with a ball coupling can also tow a trailer with a gross weight of up to 1,200 kg (on an 8% gradient) – sufficient for a smaller caravan, for example.

Connected Travel Assist with traffic light recognition. Thanks to MEB+ and the latest software, the ID. Polo 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 uses a wide range of online data, it has been renamed Connected Travel Assist. The assist system for assisted lateral and longitudinal guidance now also reacts to traffic lights⁵ – a first for this vehicle class. If the system detects a red traffic light, it automatically brakes the ID. Polo to a standstill within the system limits. Another new and standard feature is One-Pedal Driving for rapid deceleration solely through control of the accelerator.

ID. Polo front and rear lighting

LED functions



Technical data of the ID. Polo

Drive	MEB+, front-wheel drive
Battery sizes (net)	37 kWh and 52 kWh
Power with 37-kWh battery	85 kW (116 PS) ² and 99 kW (135 PS) ²
Power with 52-kWh battery	155 kW (211 PS) ³
DC charging capacity (max.)	90 kW (with 37 kWh) and 105 kW (with 52 kWh)
Top speed	160 km/h with 85 kW, 99 kW and 155 kW
Length/width/height/wheelbase	4,053/1,816/1,530/2,600 mm
Min. EU kerb weight	from 1,568 kg (37 kWh)/from 1,576 kg (52 kWh)

Charging has never been this simple and affordable. With the market launch of the new ID. Polo, Volkswagen is introducing a new comprehensive charging and energy package. At its core is a new city tariff⁴, developed by the Volkswagen Group's subsidiary Elli, that makes public charging as affordable as charging at home. For customers who charge their ID. Polo at home, Elli also brings a new solution: combined with the Volkswagen Naturstrom Flex energy tariff, EVs charge automatically when electricity prices are lowest, reducing charging costs by up to 30%⁶. This creates seamless charging experience that extends beyond the vehicle itself.

Brand Group Core – Exploiting synergies. The new ID. Polo exemplifies the successful cooperation within the Core brand group (with its Volkswagen, Volkswagen Commercial Vehicles, SEAT/CUPRA and Škoda brands) and demonstrates a new technical level for entry-level electric models in Europe. Erwin Gabardi, Head of Product Management and Strategy of the Volkswagen brand and Brand Group Core: „We have made the most of our multi-brand collaboration and the models show that scaling and high synergies do not mean compromise, but affordable electric mobility and the democratization of features from higher segments.“



The ID. Polo in detail

THE EXTERIOR DESIGN

Pure Positive – elegant, timeless and clear. It is one of the most successful compact cars of all time: the Polo. In production for more than 50 years with more than 20 million units built. Now Volkswagen has developed and designed the first all-electric generation: the ID. Polo. Volkswagen Chief Designer Andreas Mindt and his team have created a compact car that embodies the new, crystal-clear Pure Positive design language in every way. It is based on the three defined pillars of Volkswagen design: stability, likeability and secret sauce. It is a language that can be traced back to the DNA of global successes such as the Beetle, Golf or VW Bus, but which has been significantly enhanced by the design team and has now been transferred into the new age of electric mobility with the ID. Polo – a powerful, likeable, unmistakable and honest Volkswagen.

Front end – likeable and confident. The ID. Polo impresses with a new presence, dynamism and quality. Taking the vehicle front end as an example, the ID. Polo shines with a smile here. It smiles because the design forms an automotive face with elements such as the headlight arrangement and shape, the pupil-like LED light units and a glass-covered horizontal bar in between. This likeable appearance is reinforced by a horizontal surface painted in the vehicle colour in the area below as well as the air intake at the end. At the side, vertical airflow openings (air curtains) border the very aerodynamic front end with a Cd value of 0.264; these air curtains look like friendly dimples on a face. In spite of all these likeable features, the design features of stability and “secret sauce” are also visible in the ID. Polo’s front end: thanks to a wide track of 1,526 mm, wheels up to 19 inches in size and correspondingly wide wheels as well as flared wheel arches, the ID. Polo also appears powerful from this perspective – and thus stable. The equipment-dependent illuminated LED strip between the headlights and the VW logo, which is also illuminated in this case, are the surprise element in this class, creating the unmistakable day and night light design of the ID. Polo.



Silhouette – linear and taut. The view of the side section is exciting. Here, too, the new ID. Polo is immediately recognisable as a Volkswagen, although there is of course no VW logo or any other direct marking in this area that would identify the compact car as a Volkswagen model. Once again, it is the DNA features of Pure Positive that speak a clear design language here. This starts with the clearly defined proportions: here it is the linear flank with the lines between the A-pillar and C-pillar that acts as a stabilising element: The window shoulder, the feature line underneath and the side sill create positive tension that extends right into the front end. And this linear design has defined the style of generations of Volkswagen models for decades. For the ID. Polo, the interaction between these lines has been reinterpreted and transferred to the compact model series. Visual stability is also enhanced by a particularly charismatic detail that harks back to the first Golf: the C-pillar design. This element has sharpened the design as a general characteristic of compact Volkswagen models and the next stage in its development is making its debut in the ID. Polo. Another characteristic element of the silhouette is the volume above the wheels. In the case of the ID. Polo, this is kept so low that the Volkswagen – similar to a sports car – creates the visual impression of being particularly stable on the road. This is due to the C-pillars, which literally stand on top of the wheel arches and thus convey maximum stability – referred to as the stance in designer language. The C-pillar design also enlarges the rear door cutout in the centre – making it easier to get into the rear.

Rear end – powerful and charismatic. Andreas Mindt and his team have developed a completely new Volkswagen rear end design for the ID. Polo and the ID. Cross shown in parallel for the first time as a production version. The ID. Polo has a particularly powerful appearance thanks to this new design, whose proportions follow the golden ratio and thus feature a very balanced division of the surface areas. Under the striking roof spoiler, the rear window extends far into the C-pillars, thus emphasising the width of the ID. Polo and at the same time ensuring a good view to the rear from the inside. In the level below it is the glass-covered LED horizontal bar of the tail light clusters which, together with the horizontal area painted in the vehicle colour underneath, creates a superior, sportily crisp and at the same time likeable effect. In the IQ.LIGHT version of the tail light clusters, the two outer, almost rectangular LED elements have a 3D-look. As a result, they appear to float freely in the rear end section. In the IQ.LIGHT version, the transverse strips in the rear light crossbar and the VW logo are also illuminated. (depending on equipment)



THE NEW INTERIOR CONCEPT

More space, more possibilities. Thanks to the particularly compact drive modules of the MEB+ platform, the new ID. Polo offers clear advantages in terms of space: as a result, passengers have 19 mm more interior space, which is particularly noticeable in the rear. The interior width and headroom have also increased. The luggage compartment volume has additionally grown by 25 per cent – from 351 to 441 litres. When the rear seat backrests are folded down, the load capacity increases to 1,243 litres (Polo MQB: 1,125 litres). This extra space makes the five-seater ID. Polo more of an all-rounder than any of its predecessors, specialising not only in urban life but also ideal for everyday use with friends and family well beyond the city limits. Every detail of the interior has also been completely revamped and redesigned. Among other things, the ergonomic blend of digital and physical controls as well as the horizontal architecture of the dash panel are decisive here. The digital instruments (Digital Cockpit) and the infotainment display integrated in the centre of the dash panel are ideally arranged on a visual axis for the driver. These two new displays alone showcase the outstanding quality, precision and functionality of the details on board the ID. Polo.

Digital Cockpit with “retro display”. The ID. Polo’s new cockpit landscape has a consistently horizontal structure. The Digital Cockpit and the infotainment display are arranged on one visual axis. The Digital Cockpit measures 26.0 cm (10 inches) across the diagonal and features brilliant graphics. If the driver uses the View button on the steering wheel to activate the retro display, the instruments transform into the style found in the later Golf I models. In this case, there is a classic speedometer on the left and a stylised rev counter on the right. However, in the all-electric ID. Polo this naturally does not display engine speeds, but rather the energy output or energy absorption of the drive as a power display. Like the power display, other modern functions such as Dynamic Road Sign Display have also been integrated into the layout from the early 1980s. The infotainment system’s touch display, which is located in the centre of the dashboard, measures 32.77 cm (13 inches) across the diameter and is as large as a premium tablet – and the quality of the graphics is just as precise. The display is also easy to reach for the front passenger.

Multifunction steering wheel with clear buttons. The multifunction steering wheel with its clearly arranged button panels has also been completely redesigned. The cruise control



system or, depending on the equipment, Adaptive Cruise Control and Connected Travel Assist are combined in the button group to the left of the airbag and horn. This group also contains the volume control. To the right of the airbag is the group of buttons for controlling the Digital Cockpit, activating the voice control and the button for the steering wheel heating (heating function can also be activated later on demand). The steering wheel itself is flattened at the top and bottom (12 and 6 o'clock). The steering column switches for shifting gear and using the parking brake (right) and the turn signal, lighting and wiper functions (left) are located behind the steering wheel in an easily visible and accessible position. The central functions for the headlights and tail light clusters are also located to the left of the dashboard.

Digital and analogue in harmony. The central climate control functions – temperature control, blower, air conditioning on/off, automatic climate control mode, air recirculation, windscreen defroster, rear window heater – are integrated separately into a strip with easy-grip buttons in the centre console, while the hazard warning light switch is located in the centre. On the level below, there is the smartphone storage area with an equipment-dependent inductive charging option, two drink holders and the centre armrest with an integrated stowage compartment underneath. Between the smartphone storage area and drink holders, there is the rotary control for audio functions, which is equally easy to reach for the driver and front passenger. This can be used to adjust the volume and also to change songs and stations using the track function. The ID.Light (standard equipment from Style and above) has undergone a major upgrade: for the first time, the interactive and intuitive light strip visible to the driver extends into the bottom of the windscreen, not just across the width of the dash panel, but now also into the front doors. Another new feature: the door openers designed for optimum ergonomic grip. The four buttons for the electric windows and exterior mirror adjustment are also designed as a control panel in the driver's door. However, attention to detail is not only reflected in the intuitive design of all elements and the quality of the materials, but also by equipment-dependent intricate details such as the elegant decorative seams in the door trim and the integration of small Volkswagen badges at the ends of these premium seams.

Sustainable materials. The materials used in the ID. Polo are not only high in quality and part of an innovative and friendly design but are sustainable wherever possible. For example, all textile fabrics in the seats and doors as well as the upper side of the headliner and carpets are made



completely of rPET materials – recycled polyethylene terephthalate, a thermoplastic that is mostly obtained from PET bottles. The top-of-the-range seats in the ID. Polo also use a fabric made from SEAQUAL® yarn – its base material is ocean plastic that is collected and then recycled. The horizontal trim (“Milkyway” design in the top-of-the-line version) below the air vent openings is also made from a new recycled material. All these details combine the aspect of sustainability with an emotive warmth.

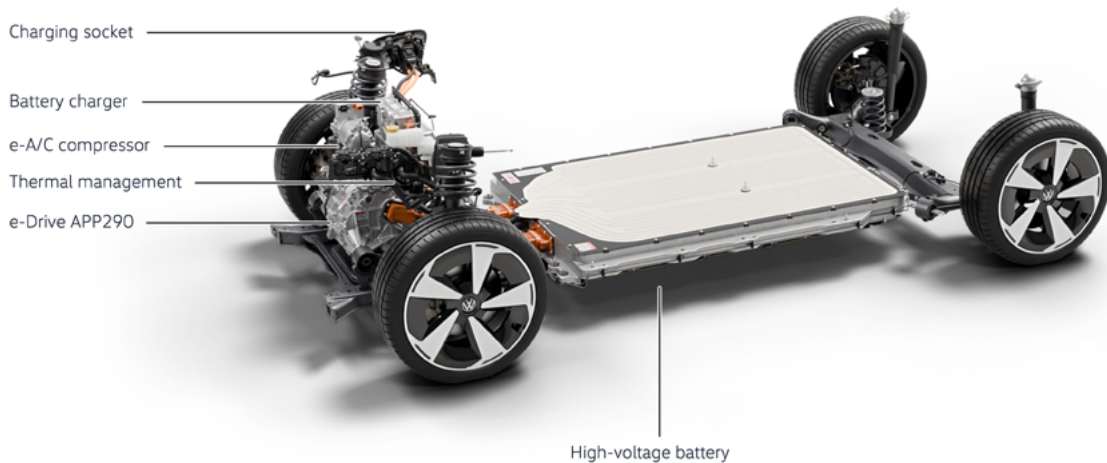
THE NEW DRIVE CONCEPT

Efficiency for all. The ID. Polo has the potential to make electric mobility accessible to more people than ever before at a starting price of less than 25,000 euros. The key technology for this is provided by Volkswagen’s upgraded modular electric drive platform: the MEB+. Based on this evolutionary stage, a brand-new front-wheel drive was designed especially for future compact electric models such as the ID. Polo. With this, it was possible to reduce the complexity and thus the number of components and the weight (from approx. 1,568 kg). Parameters that make the new ID. Polo stand out with lower prices, higher efficiency and great agility. In addition, the electric front-wheel drive offers clear advantages in terms of space, as no drive modules are used at the rear. And that’s exactly what, along with a similarly slim rear axle, allows the luggage compartment volume of the compact ID. Polo with five people on board to grow to an excellent 441 litres.

Newly designed electric drive motor. The electric drive system for the ID. Polo is a new design. The dynamic heart of the efficient system is the new APP290 electric motor. APP stands for the axial parallel position, while 290 indicates the maximum torque in newton-metres. The new electric drive motor will initially be available in three output levels with 85 kW (116 PS), 99 kW (135 PS) and 155 kW (211 PS). Over the course of the coming year, a particularly sporty version with an output of 166 kW (226 PS) will follow as the most powerful model in the product line: the ID Polo GTI. The one-speed gearbox including housing and the new pulse inverter are flanged onto the motor housing.

ID. Polo

Drive system



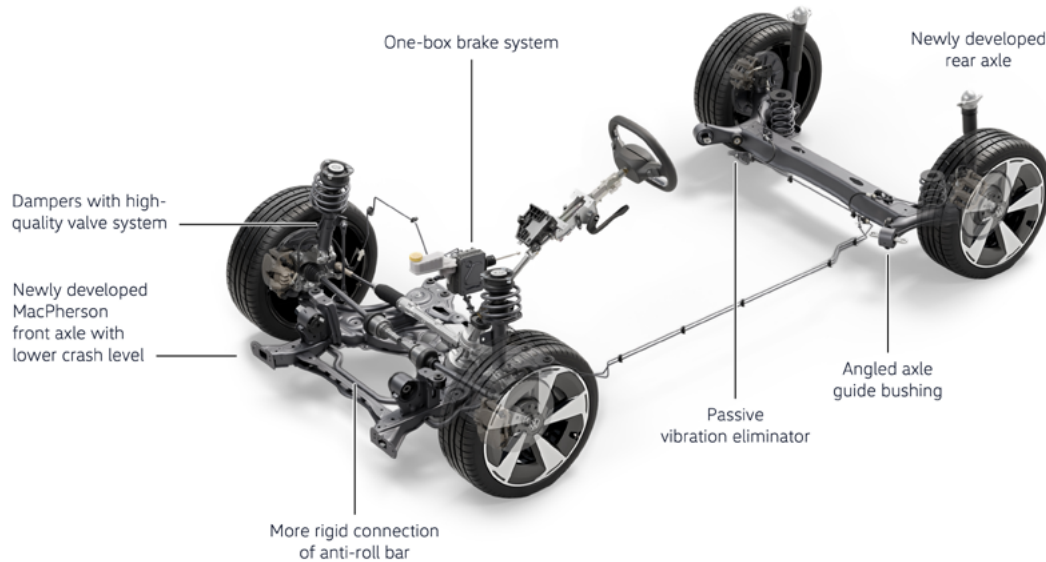
New pulse inverter as the brain. The pulse inverter coordinates the power and torque development as well as the recuperation of the drive system. These power electronics also convert the direct current (DC) stored in the battery into the alternating current (AC) needed by the electric drive motor. The new pulse inverter is an independent Volkswagen development which, thanks to the high-tech components and high-quality materials used, increases efficiency and thus lowers the consumption of the ID. Polo. Since the component was developed and built in-house, there is also a cost advantage, which has a direct effect on the affordable entry-level price of the ID. Polo. Other components in the drive, which are integrated neatly into the front body, include the AC and DC charging socket at the front on the right-hand side, the charger integrated nearby and the electric air conditioning compressor. As an important thermal management component, the latter has been carefully decoupled from the body and therefore does not transmit any vibrations to the interior.

Group unified cell. The flat lithium-ion battery system of the ID. Polo – the Group unified cell – is located in the vehicle floor between the front and rear axles. As its name suggests, it is an entirely new development from the Volkswagen Group and its subsidiary PowerCo. The new battery system uses cell-to-pack technology, where the cells are combined directly into a battery pack without the intermediate step via module housings. Three of these battery packs form the energy storage unit within the battery system. In parallel to this, its housing reinforces the body structure. The battery for the compact model is offered with a net energy content of 37 kWh as a lithium iron phosphate version (LFP) and with 52 kWh as a nickel manganese cobalt version (NMC) with an even higher energy density. The AC charging capacity at a domestic wall box or public charging stations is 11 kW. The smaller battery can be charged from 10 to 80% in about 23 minutes at DC quick-charging stations and offers a range of up to 329 km¹. The larger Battery enables ranges of up to 454 km¹ and can be charged from 10 to 80% in about 24 minutes at DC stations.

New sound at low speed. The exterior sound of the ID. Polo has also been developed from scratch. This is because many EU markets require almost silent electric cars to emit a sound audible to passers-by at low speeds of up to 20 km/h. Volkswagen has now designed a new brand sound that will be used for the first time in conjunction with the ID. Polo. Various parameters are incorporated here to make the sound experience as pleasant and exhilarating as possible.

ID. Polo

Chassis



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 up to speeds of 50 km/h. The sound tapestry is adapted in real time depending on driving-relevant variables such as speed, accelerator position and drive torque.

THE NEW CHASSIS CONCEPT

Newly developed front and rear axles. The newly developed chassis has been tailored to the new front-wheel drive of the ID. Polo. Here, too, the aim was to design the ideal solution with a high level of cost, space and weight efficiency and Volkswagen's hallmark ingenuity. With this in mind, our engineers combined a MacPherson front axle and a particularly compact torsion beam rear axle. The interaction between these two new axles is characterised by maximum-precision linearity – creating a level of drivability that conveys maximum feedback to the driver. In addition, the ID. Polo is characterised by particularly good ride comfort, which is among the best in the segment and is significantly superior to that of its predecessor. Compared with the MQB Polo, for example, the natural frequencies of the front and rear axles have been reduced by 5 per cent, which significantly improves vibration comfort. A new one-box brake system with disc brakes on the front and rear axles has also perfected the controllability of the brakes and the pedal feel. The new brake system of the ID. Polo is also particularly light and offers very efficient recuperation.

New MacPherson front axle. At the front, the ID. Polo uses MacPherson suspension struts. The axle has a very compact design. The premium shock absorbers with their generously dimensioned pistons and innovative control of compression stage forces have a positive effect on comfort and handling characteristics. Specific suspension strut mounts optimise the ride comfort and spring response at the same time. The handling characteristics are also refined thanks to a comparatively rigid connection of the stabiliser. Overall, the front axle produces very precise steering and handling characteristics.



New torsion beam rear axle. The new and lightweight rear axle of the ID. Polo has been specifically adapted to the combination with an electric front-wheel drive. Various measures optimise comfort and ride characteristics. For example, bonded rubber pads on the coil springs improve comfort and acoustics. However, a passive vibration damper significantly reduces low-frequency rolling noise in the interior. Inclined axle locating mounts with innovative two-component technology also reduce noise and vibrations and ensure improved axle guidance and can thus increase safety. Last but not least, the torsion beam axle is very compact, creating a high load capacity.

A characteristic Volkswagen. The new ID. Polo drives like you would expect a Volkswagen to drive: its chassis offers a balanced blend of comfort and agility. The steering responds smoothly and precisely; thanks to the well-matched centre point, the car feels intuitive and easy to control. The clear and reliable handling characteristics convey a pronounced feeling of confidence on board – a characteristic feature for Volkswagen.



New We Charge City Tariff: Charging has never been this simple and affordable

KEY ASPECTS

- **Designed for urban living** – the new We Charge City Tariff makes public charging in cities as affordable as charging at home
- **Affordable charging at the wallbox** – the Volkswagen Naturstrom Flex dynamic tariff reduces home charging costs by up to 30%⁶
- **Statement – Giovanni Palazzo (Elli):** “Reducing mobility costs is our guiding principle to make e-mobility successful and accessible to everyone.”

ELECTRIC FOR EVERYONE

Public charging – democratizing e-mobility. With the new city charging tariff, Volkswagen is setting a strong impulse for urban e-mobility. At the prices of €0.39/kWh⁴, public AC charging becomes predictable, affordable, and closer to the cost of home charging. This directly addresses one of the biggest challenges of e-mobility in cities: limited access to private charging at home. Volkswagen is actively lowering barriers and making electric mobility less dependent on their ability to charge at home.

Home Charging – a complete home charging ecosystem. Volkswagen is also taking home charging a step further. A fully integrated home charging solution is created with the ID. Charger 2, an optional installation service, a recommended partner for smart meter installation, and the dynamic electricity tariff Volkswagen Naturstrom Flex. The system enables automated charging during lower-cost electricity periods and can reduce charging costs by up to 30%. When combined with a home's solar power system, the savings potential increases even further. Volkswagen is currently the only automotive manufacturer offering a complete smart home charging ecosystem from home charger and electricity tariff to installation and intelligent energy management via app.



Key facts at a glance

- New city charging tariff: €0.39/kWh for public AC charging
- Access to more than 1 million charge points across Europe

Home charging ecosystem includes:

- Dynamic electricity tariff: Volkswagen Naturstrom Flex
- Home charger: ID. Charger 2
- Optional: charger installation
- Optional: Smart meter installation via Inexogy
- Savings potential at home: up to 30% lower charging costs
- Optional: Expandable via solar power system integration via Otovo

Giovanni Palazzo, CEO Elli. "The ID. Polo is a fantastic EV. But today, the real differentiator is no longer just the car itself. It's the overall user experience. That's exactly where Elli's integrated energy and charging solutions come in. With the new city tariff, we're making public charging affordable and practical for everyday use, especially for people without access to a private home charger. At the same time, our home charging ecosystem, built around the ID. Charger 2 and our dynamic electricity tariff, enables smart charging that automatically adapts to the most cost-effective charging times. E-mobility must not depend on where you live. People in apartment buildings should not be at a disadvantage. And that's exactly what we're working to change. Reducing mobility costs is our guiding principle to make e-mobility successful and accessible to everyone."

Notes:

1. Provisional forecast values.
2. Near-production concept vehicle. The model is not yet available for sale.
3. ID. Polo Life (155 kW) – combined power consumption 14.6 – 13.3 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
4. All equipment specifications and prices refer to the German market. There may be differences for other countries.
5. Within the system limits. The driver remains responsible.
6. The savings are based on simulation calculations using simplified assumptions, with charging sessions optimized for market prices based on a dynamic electricity rate. Electricity rate: 36 ct/kWh; charging profile: all-day from 9:00 a.m. to 8:00 p.m., without a solar system. In practice, the actual values may differ significantly from these figures. More detailed information about the calculation basis, the calculation method, and the Smart Charging cost-saving calculator can be found [here](#).

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