



The all-new electric ID. Cross Covered Drive & Design Workshop

March 2026

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All-new electric ID. Cross with high-quality design, premium technologies and attractive price-performance ratio

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Note:

1 = Near-production concept car. The model is not yet offered for sale.

2 = Forecast value (price forecasts refer to the German market).

3 = Near-production concept car.



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COVERED DRIVE & DESIGN WORKSHOP

The all-new electric ID. Cross impresses with high-quality design, premium technologies and attractive price-performance ratio

KEY ASPECTS

- **Spacious five-seater for all journeys** – the new ID. Cross¹ is an all-electric compact SUV offered at attractive prices starting at around 28,000 euros²
- **Timeless, confident design** – based on the new “Pure Positive” design language, the ID. Cross conveys a strong sense of quality and value
- **The right option for everyone** – ID. Cross launches with power outputs of 85 kW, 99 kW and 155 kW as well as two battery sizes (37 kWh and 52 kWh net)
- **Fast charging** – the new Group Unified Cell of the ID. Cross offers standard DC fast charging with 90 kW, or – starting with the 52-kWh battery – 105 kW

At a glance

Potential of a future success model. The countdown is on: Volkswagen will bring the newly developed ID. Cross¹ to the European market in autumn 2026 at prices starting from around 28,000 euros². The technically and visually innovative compact-class SUV is characterized by a strikingly stylish and powerful design, a high level of perceived quality, intuitive controls, a comfortable interior with a feel-good atmosphere, excellent space efficiency and state-of-the-art drive and assistance systems. Thomas Schäfer, CEO of the Volkswagen brand, Head of the Brand Group Core and Member of the Group Board of Management, says: “The ID. Cross combines technological expertise, clear design, convincing attention to detail and true all-round qualities at an excellent price-performance ratio. These are the best prerequisites for a new Volkswagen success model.”

“True Volkswagen.” Like the also newly developed ID. Polo³, the ID. Cross is among the first Volkswagen models of a new era in which the brand – under the leadership of Thomas Schäfer – is focusing more consistently than ever on its strengths and on the wishes of its customers. Thomas Schäfer explains: “Models such as Golf, Passat or Tiguan became global successes because they offered an added level of technological excellence, quality, intuitive operation and space efficiency – always conceived from the customer’s perspective. These are our core virtues. This is ‘True Volkswagen’. We are now placing these strengths firmly at the center again to ensure a strong and successful future for Volkswagen and future vehicles such as the ID. Cross.”

Optimal space efficiency. The all-new electric ID. Cross measures 4,153 mm in length, 1,581 mm in height and 1,794 mm in width. Its wheelbase stretches 2,601 mm between 17- to 20-inch wheels. This makes the ID. Cross – based on the MEB+ (the latest evolutionary stage of the Modular Electric Drive Toolkit) – slightly larger than its combustion-engine counterpart, the T-Cross (MQB platform). At the same time, the all-new ID. Cross offers even more space for five occupants and their luggage.

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This is due in part to the additional 38 mm wheelbase and in part to the conceptual space advantages of MEB+ over MQB, which give the driver and up to four passengers noticeably more room in length, height and width. Cargo capacity also increases significantly: at 475 liters, the ID. Cross offers 20 liters more luggage space than the T-Cross. In addition, the electric SUV features an extra small luggage compartment (frunk) under the front hood with an additional 22 liters — ideal for the charging cable and smaller items.

“Trend” – base version with standard DC fast charging. The fact that the new ID. Cross is in a class of its own becomes especially apparent inside, thanks to meticulous attention to detail, the high quality of materials used and the overall design. Every analogue and digital element is intuitively operable; all materials — regardless of trim level — are visually and haptically of high quality. Furthermore, even the base version, the ID. Cross Trend, comes as standard with 90-kW DC fast charging.

“Life” and “Style” – two levels of individualisation. Customers wishing to further enhance on-board comfort can do so via the “Life” and “Style” equipment lines — a return to trim designations long appreciated by many Volkswagen drivers.

The ID. Cross Life includes features such as 18-inch alloy wheels, 2-zone automatic climate control, Adaptive Cruise Control (ACC) and a rear-view camera.

The elegant top version — the ID. Cross Style — adds standard equipment such as IQ.LIGHT – LED matrix headlights, an illuminated LED light bar, 3D LED tail lights, illuminated VW logos front and rear, customised interior applications and the Keyless Access system.

Features from higher segments. Optional equipment for the ID. Cross includes features not available in the MQB-based T-Cross nor in many competitors of this class. Examples include a 425-watt Harman Kardon high-end sound system with ten speakers including a center speaker for crystal-clear voice reproduction and a subwoofer. Another segment first: pneumatic massage functionality for the electrically adjustable 12-way front seats. Three massage programmes are available — a feature usually reserved for upper-class vehicles. The electrically adjustable driver’s seat also includes a memory function. Natural light or starlight enters the interior via a 740 × 905 mm panoramic roof extending far into the rear — with an electrically operated sunshade for dimming when required.

Design of a new era. The ID. Cross already occupies a special position in the segment of compact SUVs thanks to its exceptionally clean, charismatic and timeless design, which makes it a true eye-catcher. The body design follows Volkswagen’s new “Pure Positive” design language, which focuses on visual stability, a friendly appearance and surprising details — the Secret Sauce. Together, these elements create a particularly expressive SUV that sits confidently on its wheels. One thing is certain: the ID. Cross will cut an impressive figure in the urban jungle, in the Scottish Highlands, in the snowy Alps or along the beaches of Europe’s coasts. Characteristic of the ID. Cross design — unmistakable from every angle — are the likeable yet confident front with its distinctive, wide light signature, the powerful, self-assured rear with its equally striking light graphics, and the strong shoulders with dynamically flared wheel arches. These signatures become even more expressive when IQ.LIGHT – LED matrix headlights and



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3D LED tail lights with illuminated cross bars and illuminated VW logos are included. Details such as the elongated “Flying Roof” and the C-pillars — which reference icons like the first Golf and the VW Bus — further enrich the ID. Cross design as part of the Secret Sauce. The clean and confident exterior design also becomes apparent inside the ID. Cross: from the driver’s point of view, the bonnet is visible across its full width and length — improving visibility to the front and conveying the impression of sitting in a significantly larger vehicle.

Form follows function. As with every Volkswagen, many visual design elements also offer practical everyday benefits, because form follows function whenever possible. Example: the roof railing. With a dynamic roof load of 75 kg, the ID. Cross can easily carry one of the increasingly popular roof-top tents on holiday — transforming it into a compact travel companion.

New all-electric front-wheel drive. The front-wheel-drive ID. Cross is based on the MEB+ platform. Implemented here is Volkswagen’s newly developed Group Unified Cell, engineered in efficient cell-to-pack design. The battery is available in two sizes: 37 kWh (net) and 52 kWh (net). Combined with the particularly efficient APP290 Volkswagen e-motor, including Volkswagen’s newly developed power electronics as an intelligent control module, and a standard DC fast-charging system, this results in one of the most advanced electric drive systems in the compact class.

The 37-kWh battery is an LFP version (lithium iron phosphate) of the Unified Cell, supporting DC charging at up to 90 kW. The 52-kWh battery is an NMC variant (nickel-manganese-cobalt) of the Unified Cell, with DC charging at up to 105 kW. The WLTP range is forecast at up to approx. 316 km² with the 37-kWh battery and up to approx. 436 km² with the 52-kWh battery (unofficial forecast). Charging from 10 to 80 percent capacity is expected to take around 27 minutes² with 90 kW DC for the 37-kWh battery, and around 24 minutes² with 105 kW DC for the 52-kWh battery.

The following equipment, performance and battery combinations will be available:

- ID. Cross Trend:
standard with 85 kW (116 PS) and 37-kWh battery
- ID. Cross Life and ID. Cross Style:
standard with 99 kW (135 PS) and 37-kWh battery
- ID. Cross Life and ID. Cross Style:
optional with 155 kW (211 PS) and 52-kWh battery

Vehicle to Load. The versatility of the ID. Cross is enhanced by the Vehicle-to-Load function, which allows external devices to be powered with up to 3.6 kW. For example, anyone taking their e-bikes along for a weekend trip — using the plug-in tow hitch with a vertical load of 75 kg — can recharge them via a Schuko-adaptor from Volkswagen Accessories using the vehicle’s external charging socket. Speaking of the tow hitch: the new ID. Cross equipped with the 52-kWh battery will be able to tow trailers with a total weight of up to 1,200 kg (on an 8% gradient) — making it suitable for trips with a small caravan, a boat or motorcycles.



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“Connected Travel Assist” with traffic light recognition. Thanks to the MEB+ platform and the latest software, the ID. Cross already comes equipped with a wide range of advanced driver-assistance systems as standard. Optional systems will include the next generation of Travel Assist. Since this system can make use of swarm data for the first time, it is now called “Connected Travel Assist.” This assistance system for supported lateral and longitudinal control also reacts — for the first time in this price class — to traffic lights. When the new Connected Travel Assist detects a red light, it automatically brakes the ID. Cross to a standstill within system limits. Also new: One-Pedal Driving — strong deceleration of the SUV solely by modulating the accelerator pedal. The detailed equipment lists will follow as part of the international media drive of the ID. Cross.

Technical specifications ID. Cross ^{1/2}	
Drive system	MEB+, front-wheel drive
Battery size (net)	37 kWh and 52 kWh
Output with 37-kWh-battery	85 kW (116 PS) and 99 kW (135 PS)
Output with 52-kWh-battery	155 kW (211 PS)
Charging power DC (max.)	90 kW (with 37 kWh) and 105 kW (with 52 kWh)
Top speed	150 km/h with 85 kW 150 km/h with 99 kW 160 km/h with 155 kW
Length	4,153 mm
Width	1,794 mm
Height	1,581 mm
Wheelbase	2,601 mm
Ground clearance	140 mm
Weight (DIN unladen, without driver)	from 1539 kg ² (37 kWh) / from 1.548 kg ² (52 kWh)



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The all-new electric ID. Cross in detail

EXTERIOR DESIGN

Visual precision. The design of the ID. CROSS CONCEPT³ study, presented at the International Motor Show in Munich in September 2025, has been transferred to the production version of the ID. Cross with only a few nuanced changes. This early design freeze was possible because the study, created by Volkswagen Chief Designer Andreas Mindt and his team, already represented a visual precision landing. Like the study, the production model follows the "Pure Positive" design language developed by Mindt. It is based on the three cornerstones of Volkswagen design: stability, sympathy, and secret sauce.

Front section – a face in the crowd. With its clear, flush, horizontal design, the front section of the new ID. Cross immediately stands out as a new and friendly Volkswagen face. Dominant in this area are the slim headlights positioned high up. At the top, they merge into a transverse bar covered in glass; at the bottom, they blend into a wide transverse bar that is executed as an LED light strip depending on equipment. Below this is another closed, glass-covered transverse bar. Centered within these three width-defining bars is the VW logo, which is also illuminated depending on the lighting system. The clarity and stability of the front design are reinforced by the cleanly integrated frame of the elevated SUV-style hood above the headlights. This horizontal line is echoed in the harmoniously designed bumper below the glass-covered bar. The horizontal surfaces and headlights align in what is known as the Golden Ratio, giving the ID. Cross an especially sympathetic appearance. The SUV's visual stability is further enhanced by its powerfully contoured fenders and wheel arches.

Silhouette – "Flying Roof" and iconic C-pillar. The upper third of the ID. Cross silhouette is defined by the roof that extends into the rear spoiler and the greenhouse (roof pillars and windows) below. The roof projects significantly beyond the C-pillars via the roof-edge spoiler; the contrasting A- and B-pillars are finished in a high-gloss black. This creates the impression that the flat roof is hovering or flying – a "Flying Roof." Above it sits the roof rail. Particularly striking is the A-pillar, which is angled dynamically flat toward the rear. In contrast, the C-pillar is steeper and slightly angled forward – a design homage to the VW Bus and the first Golf. Downwards, the C-pillars transition into the area below the window line and into the robust wheel arches. The C-pillars appear to stand directly on top of the wheel housings, conveying maximum stability. The upper and lower sections of the C-pillars together resemble the tensioned string of a bow – a nod to the Golf. Form follows function: this also enlarged the rear door cutout, improving access to the back seats of the new ID. Cross.

Window and character line – pure straightness. The silhouette is further structured by a deliberately straight window line and a pure character line dividing it into three thirds: the upper third (roof and greenhouse) and the lower two thirds (painted door surfaces, fenders, and wheel arches). The line extends from the rear all the way to the front section, again referencing design icons such as the Golf and the VW Bus. This geometry gives the body a high degree of visual stability even in profile. Below it, the monolithic and pure design of the side body surfaces unfolds – convex outward in the



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door area, creating strength and highlighting the SUV's premium quality. The interplay of all surfaces here again reflects the Golden Ratio, which viewers inherently perceive as positive and sympathetic.

Rear section – unmistakable. Clean, stable, and friendly in every respect, the rear section of the ID. Cross makes a confident impression. The glass-covered LED light bar of the tail lights, together with the consistently horizontal structure beneath it, creates a bold yet typically Volkswagen-friendly appearance. In the IQ.LIGHT version, the two outer, nearly rectangular LED elements are executed in 3D, making them appear as if they are floating freely in the rear. In this version, the horizontal strips in the tail-light bar and the VW logo are also illuminated. Like the front and side sections, the rear of the ID. Cross is unmistakable thanks to its distinctive design – a new original in the compact SUV class.

INTERIOR CONCEPT

Pure and positive inside as well. The Volkswagen "Pure Positive" design language also shapes the interior. It is the great clarity, the perfection in detail, and the quality of the materials that create an interior in which every minute – whether in the hustle of the city or on long journeys – becomes a feel-good experience. Previously, this level of comfort was more typical of larger and more expensive vehicles. Volkswagen Chief Designer Andreas Mindt explains: "That's why we created an interior for new Volkswagen models like the ID. Cross – but also for the ID. Polo or T-Roc – that feels like a friend from the very first moment. Clear physical buttons provide stability and trust, warm materials make it sympathetic, and charming details such as the new retro instrument views provide the typical Volkswagen wink – our secret sauce. In the case of the ID. Cross, all this is combined with excellent space efficiency. Together, these elements create an interior that truly invites you to stay on board."

Stability, Sympathy and Secret Sauce. "Pure Positive" rests on the three cornerstones of Volkswagen design: stability, sympathy and secret sauce. Stability is reflected in the clarity and logic of the horizontally structured dashboard architecture. Every detail is clearly understandable; every physical touchpoint is positioned exactly where you expect it to be. This intuitive operability creates a familiar Volkswagen environment on board the ID. Cross. The warm and friendly design of the interior represents sympathy. Here, details such as the textile-covered instrument panel, refined control elements like the tactile, metallic outer ring of the audio control in the center console, and the pleasant feel of all buttons, switches, handles and surfaces create an inviting and friendly atmosphere. Features such as the now door-spanning interactive "ID.Light" or the "retro view" of the digital instruments in the style of a Golf I (facelift generation) reflect the secret sauce – in this case, technical features that provide innovative information or appeal to an emotional level.

Clearly structured cockpit layout. The dashboard landscape of the new ID. Cross is horizontally oriented. Positioned along a single visual axis are the Digital Cockpit – the digital instruments – and the infotainment display. The Digital Cockpit measures 26.0 cm (10.25 inches) diagonally and displays a crystal-clear graphic. When the driver activates the "retro view" via the "View" button on the steering wheel, the Digital Cockpit transforms to show the instruments of a late Golf I as a secret sauce element.



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On the left appears a classic speedometer; on the right, a tachometer. However, in the ID. Cross, the tachometer does not show engine speed but instead acts as a power meter indicating the drivetrain's energy output or recuperation. Naturally, additional modern functions such as traffic sign recognition are integrated into the early-1980s layout. The centrally mounted infotainment touch display measures 32.77 cm (12.9 inches), comparable in size to a high-quality tablet – and equally precise in its graphic representation. The display is also easily reachable for the front passenger.

New multifunction steering wheel. The multifunction steering wheel has also been completely redesigned, featuring clearly structured button areas. The button square to the left of the airbag and horn consolidates the functions of the cruise control system or, depending on equipment, the Adaptive Cruise Control (ACC) and Connected Travel Assist. The volume control is also located here. On the right side of the airbag is the button square for controlling the Digital Cockpit, activating voice control, and operating the steering-wheel heater (the heating function can also be activated later via on-demand services). The steering wheel itself is flattened at the top and bottom (12 and 6 o'clock positions). Behind the steering wheel are the stalks for gear selection and parking brake (right) as well as indicators, lighting and wiper functions (left). Located on the left side of the dashboard are the central functions for the headlights and rear lights.

Buttons for climate control. Centrally integrated into a dedicated row with tactile buttons in the center console are the main climate control functions – temperature control, blower speed, air conditioning on/off, automatic climate mode, recirculation, front-window defrost and rear-window heating – as well as the hazard-warning switch at the center. Below this level are the smartphone tray with optional inductive charging, two cupholders and the center armrest with an integrated storage compartment. Positioned between the smartphone tray and cupholders is the rotary controller for the audio system, easily accessible for both driver and front passenger. It is used to adjust the volume and to switch songs and stations using the track function. The updated ID.Light (standard from the Style trim) represents a major enhancement: the interactive light strip perceived intuitively by the driver now extends not only across the width of the instrument panel but also into the front doors. The ergonomically optimized door handles from the new T-Roc have also been adopted. In addition, the driver's door houses the four buttons for the electric windows and the controls for the exterior mirrors within a unified control panel. Not only intuitive usability and high-quality materials testify to attention to detail, but also equipment-dependent refinements such as elegant decorative stitching in the door panels and small "Volkswagen" plaques integrated as finishing touches.

Quality without class boundaries. The interior of the new ID. Cross also exhibits a level of quality that matches the next-higher vehicle segment. This impression is reinforced by details such as the robust, ergonomically shaped door handles adapted from the new T-Roc, the fabric-covered dashboard surface and optional features such as a high-end Harman Kardon sound system and – for the first time in an SUV of this class – electrically adjustable 12-way front seats with massage function. Class boundaries are further eliminated by the generous space in the rear. The same applies to the five-seater's 475-liter luggage compartment. Integrated under the variable load floor is



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an "XL storage area" – suitable, for example, for transporting beverage crates. Also practical: a 22-liter additional luggage compartment (frunk) under the hood, offering space for items such as the charging cable.

Premium sound in the compact class. The complexity of the individual technologies and modules is exemplified by the high-end sound system developed together with Harman Kardon: here, Volkswagen delivers an acoustic level in the ID. Cross segment that was previously reserved for mid- and upper-class vehicles. The hardware alone sets new standards in the compact class: ten speakers – two tweeters and two woofers in the front, a center speaker in the middle, two tweeters and two woofers in the rear, plus a subwoofer in the luggage compartment – ensure exceptionally homogeneous sound distribution throughout the ID. Cross. Especially in the rear, this enables a balanced sound experience without the need to unnecessarily increase the volume, for instance when children listen to music or audio plays. A centrally positioned speaker in the middle of the dashboard, the aforementioned center speaker, additionally guarantees precise, clearly focused voice reproduction – ideal for podcasts and phone calls.

Confident 425 watts. With a system output of 425 watts, the sound system is confidently dimensioned for the ID. Cross interior. The powerful subwoofer, integrated into a specially designed housing in the luggage compartment, ensures deep, controlled bass. The four rear speakers are also powered by their own highly efficient booster. This architectural concept guarantees high transparency and stability of sound reproduction even under varying acoustic conditions.

Cooperation with sound experts. The system was developed in close cooperation with Harman Kardon. The focus was on precise resolution and maximum acoustic transparency. The bass range is deliberately tuned to be clear, focused and tight – powerful, yet never dominant or exaggerated. The goal was a thoroughly mature listening experience that convinces even on long journeys and aligns with audiophile quality standards. For software programming and vehicle-specific tuning, Volkswagen worked closely with the Fraunhofer Institute. A central result of this cooperation is the so-called Sonamic Panorama algorithm. This technology extracts individual sound sources from a conventional stereo recording and distributes them across a U-shaped sound stage that envelops the vehicle occupants. Peripheral sound components of the stereo image are reproduced from the rear sides, while centrally placed signals remain acoustically stable in front of the listener. The finest details – which in conventional stereo playback often mask each other – become significantly more perceptible. Particular attention was also paid to the seamless fusion of sound aesthetics and design. The acoustic properties of the interior surfaces were considered from the outset – from the precise specification of the speaker grilles and their reflection behavior to the software-based fine-tuning of the system depending on the materials used. Sound design and interior design thus interlock seamlessly. With the ID. Cross, Volkswagen creates a consistent bridge between acoustic performance and design quality – a holistic approach and a first in this segment.



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THE DRIVE SYSTEM

MEB+ with front-wheel drive. The ID. Cross utilizes the latest evolutionary stage of the Modular Electric Drive Toolkit: MEB+. For the first time since the e-up! and e-Golf, Volkswagen is again combining the electric drive with front-wheel drive only. The larger ID. models, by contrast, use rear- or all-wheel drive. The dynamic heart of the ID. Cross system is the new APP290 electric motor. APP stands for Axial Parallel Position – the parallel orientation to the axle; 290 reflects the maximum torque in newton-meters. The new electric motor will be available in three output levels at launch: 85 kW (116 PS), 99 kW (135 PS) and 155 kW (211 PS).

New pulse inverter. Flanged onto the motor housing is a 1-speed gearbox including housing and the newly developed pulse inverter. It coordinates power and torque delivery as well as recuperation. In addition, this power electronics unit converts the battery's direct current (DC) into alternating current (AC) required by the electric motor. The new pulse inverter is a dedicated Volkswagen development which, thanks to high-tech components and high-quality materials, increases efficiency and thus reduces the SUV's energy consumption. Because the component is developed and produced internally, cost advantages are created that have a direct impact on the attractive entry price of the ID. Cross. Other components integrated compactly into the front section include the AC and DC charging ports on the front right, the nearby onboard charger and the electric A/C compressor. The compressor has been extensively decoupled from the body and therefore does not transfer vibrations into the cabin.

"Unified cell". Between the front and rear axles, integrated into the vehicle floor, lies the flat lithium-ion battery system of the ID. Cross: the Unified Cell. As the name suggests, it is a completely new development by the Volkswagen Group and its subsidiary PowerCo. The new battery system uses cell-to-pack technology, in which cells are assembled directly into a battery pack without the intermediate step of module housings. Three of these packs form the energy storage unit within the battery system. Its housing simultaneously reinforces the vehicle body structure. The battery will be offered in the ID. Cross with a net energy content of 37 kWh as a lithium iron phosphate variant (LFP) and 52 kWh as a nickel-manganese-cobalt version (NMC) with even higher energy density. AC charging power at home wallboxes and public charging stations is 11 kW. The smaller battery can be charged at DC fast-charging stations with up to 90 kW, the larger one with up to 105 kW. Forecasts for charging from 10 to 80 percent with 90 kW assume a duration of around 27 minutes; at 105 kW and a particularly flat charging curve this time is reduced to around 24 minutes.

Sound design. The exterior sound of the ID. Cross has also been redeveloped. The reason: at low speeds of up to 20 km/h, a sound audible to pedestrians is required for nearly silent electric vehicles in many EU markets. Volkswagen has now designed a new brand sound. Various parameters were incorporated to make the acoustic experience as pleasant and fascinating as possible. The new sound is active up to 25 km/h in all driving modes and profiles. In the "Sport" profile, a particularly charismatic sports sound is additionally generated up to a speed of 50 km/h. The soundscape is adjusted in real time depending on driving-relevant variables such as speed, accelerator position and drive torque.



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THE CHASSIS CONCEPT

New axle architecture. The chassis of the electric SUV has been newly developed and tailored to its new front-wheel-drive layout. The objective was once again to design an optimal and typically Volkswagen solution while ensuring high cost, space and weight efficiency. The result is a combination of a MacPherson front axle and an especially compact torsion-beam rear axle. The interplay of these two new axles is characterized by maximum linear precision – delivering handling that provides the driver with highly consistent feedback and noticeably enhances safety. In addition, the new ID. Cross offers exceptionally good ride comfort. A new so-called one-box brake system with disc brakes on both the front and rear axles further refines brake modulation and pedal feel compared with other electric vehicles. The new brake system is also particularly lightweight and offers highly efficient recuperation performance.

MacPherson front axle. At the front, the new Volkswagen SUV uses struts following the MacPherson principle. The axle is designed to be very compact. The high-quality shock absorbers with generously dimensioned pistons and an innovative control system for compression-stage forces have a positive effect on comfort and handling characteristics. Special strut mounts simultaneously optimize roll comfort and initial suspension response. Driving characteristics are further enhanced by a comparatively stiff stabilizer mounting. The result is highly precise steering and vehicle response at the front axle.

Torsion-beam rear axle. The new lightweight rear axle has been specifically tuned for use in combination with an electric front-wheel-drive system. Various measures optimize comfort and driving behavior. Bonded rubber spring seats improve both comfort and acoustics. A passive vibration damper significantly reduces low-frequency rolling noise inside the cabin. Angled axle-mount bearings featuring innovative two-component technology also reduce noise and vibration while improving axle guidance, resulting in increased driving safety. Last but not least, the torsion-beam rear axle is extremely compact, enabling a large luggage compartment volume.