



The all-new electric ID. Polo

International Media Drive

Vienna, August 2026

Much more than a small car!
With the ID. Polo, Volkswagen has reinvented a best-seller

Key aspects	02
In brief	02

Key aspects: the ID. Polo in detail

Drive system versions and performance data	07
Drive system technology	09
Chassis layout and driving characteristics	10
Overview and details of assist systems	12
Exterior design and dimensions	16
Interior concept and operation	18
Standard and optional equipment	21

Notes including consumption values	29
---	-----------



Much more than a small car! With the ID. Polo, Volkswagen has reinvented a best-seller

KEY ASPECTS

- **For every day of the year** – the ID. Polo is a city specialist, commuter vehicle (WLTP range of up to 454 km¹) and travel companion all in one
- **New drive system, new efficiency** – the new ID. Polo is the first Volkswagen to feature a highly efficient electric front-wheel drive
- **The right variant for everyone** – the ID. Polo² will be launched with two battery sizes (37 kWh, 52 kWh³ net) and three output levels (85 kW⁴, 99 kW⁵, 155 kW⁶)
- **Plenty of space for five** – with a luggage capacity of 441 litres, the ID. Polo offers over 25 per cent more space in the luggage compartment than a Polo with a petrol engine thanks to the electric drive
- **Secret sauce** – the ID. Polo surprises with features such as the new retro display and quality on a par with significantly more expensive vehicles
- **Innovation in its class** – the ID. Polo is optionally available with Connected Travel Assist³ with traffic light recognition⁷ and assisted lane changing⁷
- **A new status quo for the class** – the ID. Polo suspension offers a perfect balance of comfort and dynamic performance and a new, precisely controllable brake system

IN BRIEF

The all-new ID. Polo – more than just the city. Volkswagen is transferring the Polo's DNA into the era of electric mobility. The new ID. Polo is an automotive companion for every day of the year that takes practically all everyday requirements in its stride: it is an agile city specialist



and an economical long-distance runner with a WLTP consumption of 13.3 kWh/100 km⁶ and a range of up to 454 km¹ that is able to effortlessly switch between work and leisure time. Thanks to good space efficiency, a weekend getaway with friends is always on the cards. The interior impresses with premium materials, precise workmanship and a level of quality that is otherwise familiar from higher vehicle classes. Operation of all features is just like it should be: intuitive, simple and with no extra steps. The sophisticated digital information and infotainment systems fit into this picture. They support the driver instead of distracting him. On the road, intelligent assist systems such as the new Connected Travel Assist with traffic light recognition help make driving even safer. Exceptionally good comfort and superior driving dynamics also characterise the ID. Polo as the electrified kindred spirit of the larger Golf. The result is a crisp and timelessly styled ID. Polo that is a Volkswagen in the truest sense of the word.

Electric advantages – more than just getting from A to B. The ID. Polo is already available for order now – in three equipment variants (Trend², Life² and Style²), three power levels (85 kW / 116 PS⁴, 99 kW / 135 PS⁵, 155 kW / 211 PS⁶) and two battery sizes (37 kWh and 52 kWh, each net). Over 25,000 buyers have already sent in their orders in the pre-sales phase – an impressive start for the seventh generation of the Polo, of which more than 20 million units have been sold across five decades. With its efficient front-wheel drive based on the enhanced modular electric drive platform MEB+, this four-door vehicle opens up new usage options for its owners. As a major advantage, the seventh generation of the Polo drives with all-electric power. It is therefore independent of conventional fuels and can be charged inexpensively at a home charging station. In addition, the power on board can be used for more than just driving: the PowerSocket³ makes it possible to operate all conceivable 230 V devices – from a vacuum cleaner for car spring cleaning to an electric grill on a weekend trip. Even recharging e-bikes or e-scooters is easily possible thanks to a charging capacity of up to 3.6 kW – yet another new possibility that is only now available with the electric ID. Polo.

25 per cent more luggage space – more than just a small car. The electric front-wheel drive offers significant advantages in terms of space compared with the conventional petrol-driven Polo (based on the MQB platform), which is still available. This can be felt in all five seats, as the available interior length has been increased by 19 mm. There is also extra space available in the luggage compartment which, at 441 litres, is more than 25 per cent larger than



in the MQB-based Polo. With the rear seat backrest folded down, the loading volume increases to 1,240 litres – 115 litres more than in the MQB Polo. The new architecture creates a higher and therefore more comfortable sitting position for passengers with the same clear headroom. The greater width also means more space in the shoulder area.

Clearly enhanced comfort – more than just quiet. With its electric drive motor, the ID. Polo impresses with a level of noise comfort that would be noteworthy even in higher vehicle classes. This impression is reinforced by another feature: the chassis comfort is in a league of its own compared to its vehicle class. That's because the ID. Polo irons out both short and long bumps and potholes in the road that is virtually unheard of in this segment to date.

Secret sauce – more than just functional. The ID. Polo is an affordable Volkswagen. Nevertheless, it impresses with numerous well thought-out design details. A high technology level characterises the ID. Polo in every area. As one example of the secret sauce – the love of special detail – defined by Chief Designer Andreas Mindt, every ID. Polo comes with the 'retro' view as standard. If the driver uses the View button on the steering wheel to activate the retro display, the instruments on the Digital Cockpit are transformed into the style of a late Golf I. In this case, there is a classic speedometer on the left and a stylised rev counter on the right. In the electric ID. Polo, this instrument does not display engine speeds but instead the energy output or energy recovery of the drive system as a power meter. A corresponding retro display can also be set in the infotainment system.

Technically state of the art – more than just standard. Examples of particularly well-thought-out design details include the new, clearly structured button bar for the air conditioning functions and the classic volume control in the centre console. Another new function that also comes as standard: one-pedal driving for rapid deceleration solely by means of the accelerator. The ID. Polo can also be optionally equipped with technologies that were previously reserved for higher vehicle classes. This includes Connected Travel Assist^{3/7} for partly automated driving (automatic longitudinal and lateral guidance), which assists the driver on motorways with features including assisted lane changing⁷ and also automatically stops the vehicle at red traffic lights⁷. Also optionally available are electrically adjustable front seats with massage and memory function³ and a high-end sound system³ from Harman Kardon with a music output of 425 watts.



Trend – more than just basic mobility. The ID. Polo can be configured in the three equipment versions: Trend, Life and Style. In addition, two battery sizes and three power levels are available. The ID. Polo Trend is the base model. The entry-level version already offers features such as automatic air conditioner, Side Assist lane change system with Rear Traffic Alert and exit warning system, Lane Assist lane keeping system, Front Assist autonomous emergency braking and Park Distance Control (front). The standard equipment also includes LED headlights including main-beam control (Light Assist) and LED tail light clusters. Inside, it features a 32.7-cm (12.9-inch) display for the infotainment system and digital instruments. The ID. Polo Trend has a 37-kWh battery (net energy content) on board; its electric drive motor generates 85 kW (116 PS) – the same as the currently most powerful conventional Polo with a petrol engine. The Trend can be charged with approx. 11 kW⁹ at home charging stations and AC charging stations, or with up to 88 kW⁹ at DC quick-charging stations.

Life³ – more than just the happy medium. The ID. Polo Life is positioned above the ID. Polo Trend – the balanced mid-point of the model range. It is additionally equipped with features such as Adaptive Cruise Control ACC, rear view camera system, Park Distance Control at the front and rear, a mobile phone interface with inductive charging function in the centre console, App-Connect Wireless for Apple CarPlay and Android Auto, voice control, self-dimming interior mirror and electrically folding exterior mirrors.

Style³ – more than just elegant. On the exterior, the top-of-the-range Style version can be recognised by features including IQ. LIGHT LED matrix headlights, LED tail light clusters with dynamic flashing function, illuminated VW logos at the front and rear and 17-inch alloy wheels. Inside, the ID. Polo Style offers additional details such as 30-colour background lighting, two-zone automatic air conditioner, ID. Light, comfort sports seats with seat heating (front), particularly high-quality fabrics and an anti-theft alarm. The ID. Polo Style is also prepared for subsequent activation of the digital key³, which enables unlocking, locking and starting using a smartphone.

A powerful drive system – more than just efficient. The Life and Style equipment lines also have the 37-kWh battery on board as standard; however, unlike the Trend, the ID. Polo Life and ID. Polo Style offer 99 kW (135 PS) of power, making them even more agile. There is also the



option of ordering these two equipment versions with a larger 52-kWh battery (net) and a corresponding increase in range. In this case, the output is 155 kW (211 PS). In combination with the 52-kWh battery, the DC charging capacity increases to up to 105 kW⁸.

Up to 454 km¹ range – more than just short distances. The newly developed unified cell of the Volkswagen Group in a compact and efficient cell-to-pack design is used as the high-voltage battery in all ID. Polo models. The 85-kW and 99-kW versions start as standard with a 37-kWh LFP (lithium-ferrophosphate battery) version as described. Depending on version, the ID. Polo with its 37-kWh battery can cover up to 334 km¹ between two charging stops. In contrast, the 155-kW drive system is powered by an NMC version (nickel-manganese-cobalt battery) of the new unified cell from the Volkswagen Group. This battery offers an energy content of 52 kWh (net) and enables travel ranges of up to 454 km¹. The battery is always integrated between the axles in the vehicle floor, saving on internal space in the ID. Polo and lowering its centre of gravity – and resulting in even greater agility and comfort.



Key aspects: the ID. Polo in detail

DRIVE SYSTEM VARIANTS AND PERFORMANCE FIGURES

Three power outputs. Three power outputs are currently available for the new ID. Polo: 85 kW (116 PS)⁴, 99 kW (135 PS)⁵ and 155 kW (211 PS)⁶. They generate a maximum torque of 267 Nm (85 and 99 kW) and 290 Nm (155 kW). The maximum drive motor speed is 13,000 rpm (85 and 99 kW) and 15,000 rpm (155 kW).

Two battery sizes. The 85-kW and 99-kW drive motors are coupled to a 37-kWh (net) battery with a DC charging capacity of up to 88 kW. When the ID. Polo is configured with the 155-kW drive motor, there is automatically a 52-kWh (net) battery on board, which can be charged at up to 105 kW at DC quick-charging stations. Both unified cells are a new development created in cooperation with Volkswagen subsidiary PowerCo. The 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 together form the energy storage unit. At the same time, the battery housing performs a load-bearing function within the body structure. The 37-kWh battery is a lithium-ferrophosphate version (LFP), while the 52-kWh version is a nickel-manganese-cobalt variant (NMC) with an even higher energy density. Under optimal conditions, the 37-kWh battery is charged from 10 to 80 per cent at 88 kW in approx. 23 minutes⁸ at a DC quick-charging station. At maximum DC charging power, energy for a range of 109 km⁸ flows into the battery in ten minutes. At maximum charging capacity, the 52-kW battery is charged from 10 to 80 per cent in approx. 24 minutes⁸. With a maximum charging capacity of 105 kW, this battery absorbs energy for 117 km⁹ within ten minutes⁸. The AC charging capacity is up to 11 kW in all versions.

Consumption below 14 kWh/100 km. A combined WLTP consumption of 13.8 kWh/100 km has been determined for the ID. Polo Trend with 85 kW (116 PS)⁴. With an energy content of 37 kWh, this results in a WLTP range of 323 km. Weighing 1,569 kg (EU kerb weight with driver), the ID. Polo Trend completes the sprint to 100 km/h in 10.6 seconds¹⁰; its top speed is limited to 160 km/h. The ID. Polo Life and ID. Polo Style also



have the identical 37-kWh battery on board as standard; however, their electric drive motor output is higher at 99 kW (135 PS)⁵. The WLTP average consumption of the ID. Polo Life (1,575 kg) is 13.6 kWh/100 km, allowing it to cover up to 331 km between two charging stops. The ID. Polo reaches a speed of 100 km/h in 9.5 seconds¹⁰ in this configuration. Corresponding values for the ID. Polo Style (1,575 kg) with this battery and output: 13.7 kWh/100 km (WLTP average), 330 km range and also 9.5 seconds¹⁰ for the sprint. The ID. Polo Life and the ID. Polo Style can be optionally ordered with the large 52-kWh battery and an output of 155 kW (211 PS)⁶. In this configuration, the Life (1,576 kg) consumes 13.3 kWh/100 km (WLTP average) and has a WLTP range of 454 km¹. It accelerates from 0 to 100 km/h in just 7.1 seconds¹⁰. Comparable values were determined for the ID. Polo Style (1,576 kg): 13.4 kWh/100 km (WLTP average), 452¹ km range and also 7.1 seconds¹⁰ for the sprint. Similarly to the ID. Polo Trend, all other ID. Polos are also limited to 160 km/h.

Optional heat pump. To increase the range at low outside temperatures, Volkswagen offers a heat pump as optional equipment for the ID. Polo. This compresses a refrigerant under high pressure and thus generates heat. It is used to heat cold air inside the vehicle, so the interior heater needs to draw less energy from the high-voltage battery. This can improve the range, especially in winter.

Journeys with a caravan. All ID. Polo models can be configured with a ball coupling (drawbar load: 75 kg). With its detachable and lockable towing bracket, the ID. Polo is able to effortlessly pull the popular small, privately used trailers for all kinds of gardening and shopping tasks. The permissible towing capacity of the 155-kW versions is especially high: they can tow trailers with a total weight of up to 1,200 kg (at 8 and 12% gradients) – enough for a smaller caravan, for example. The drawbar load is also designed for transporting two e-bikes.

ID. Polo

Drive system



DRIVE SYSTEM TECHNOLOGY

Electric front-wheel drive. Volkswagen has redesigned the ID. Polo's electric drive system. While the larger ID. models are equipped with rear-wheel or all-wheel drive, the ID. Polo uses electric front-wheel drive based on the enhanced MEB+. The heart of this drive system is the new APP290 electric drive motor – a permanently excited synchronous motor. Here, APP stands for Axial Parallel Position, while 290 indicates the maximum torque achievable with this drive motor in newton-metres. The motor is compact and very light at 75 kg, which has a positive effect on fuel consumption, agility and space. With its high efficiency, it also offers a further advantage in terms of consumption and constant power development over a wide rpm range (good response at all motor and driving speeds, better agility, greater comfort). A one-speed gearbox with integrated pulse inverter is flanged onto the motor housing.

Made by Volkswagen. The new pulse inverter – also referred to as the power electronics – coordinates the power and torque development as well as drive system recuperation. 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 pulse inverter is also a Volkswagen development which, thanks to the advanced components and high-quality materials used, increases efficiency and therefore lowers the consumption of the ID. Polo. Other components of the drive system, which is integrated compactly in the front end, include the AC and DC charging socket at the front on the right-hand side of the ID. Polo, 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.

Four driving profiles change the drive system characteristics. The driver can influence power delivery and consumption using the driving profiles. Eco, Comfort, Sport and Individual profiles are available here. Eco supports the driver in adopting a consumption-efficient driving

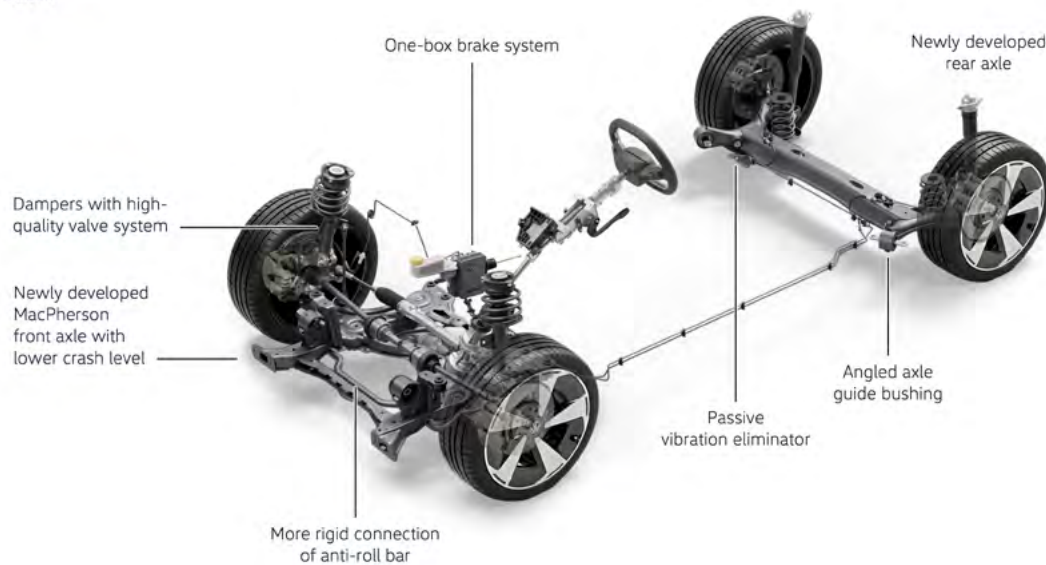


style. In this case, the ID. Polo accelerates slightly more gently; the output of both the drive system and the air conditioning settings is also reduced. Comfort is the standard driving profile designed for the best possible comfort. True to its name, Sport focuses on maximum dynamic performance for the drive and steering. The Individual driving profile allows the driver to set up the ID. Polo individually in terms of steering, drive system, driving sound, ACC (standard in Life and up, can be activated subsequently in Trend), light assistance and air conditioning.

Volkswagen exterior sound. The exterior sound of the ID. Polo has also been developed from scratch. The background: 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. In this context, Volkswagen has now designed a new brand sound that is used for the first time in conjunction with the ID. Polo. Numerous parameters are incorporated here to make the sound experience as pleasant and fascinating as possible. The sound is active at up to 25 km/h in all gear selector positions and driving profiles. In the Sport profile, a particularly distinctive sports sound is also generated at speeds of up to 50 km/h. The sound tapestry is adapted in real time depending on driving-relevant variables such as speed, accelerator position and drive torque.

CHASSIS LAYOUT AND DRIVING CHARACTERISTICS

A matching chassis for the new drive system. The suspension was specially developed and tuned for the new electric front-wheel drive. The aim was to create a suspension solution characteristic for Volkswagen – combining cost, installation space and weight advantages with high ride comfort. A MacPherson front axle is used in combination with a compact torsion beam rear axle. The interaction of both axles ensures precise and very predictable handling at all times. In addition, the ID. Polo impresses with excellent driving comfort, which is among the best in the segment and significantly superior to that of the MQB-based Polo models. For example, the natural frequencies of the front and rear axles have been reduced by 5 per cent, which significantly improves vibration comfort. The result is exceptionally high suspension comfort for this class: both small and large bumps are absorbed with ease. Furthermore, the new ID. Polo demonstrates agile and very neutral driving characteristics, which have a positive impact both on safety and driving pleasure.



New MacPherson front axle. At the front, the ID. Polo is equipped with MacPherson suspension struts. The axle is characterised by its compact design. The premium shock absorbers with their generously dimensioned pistons and innovative control of compression stage forces enhance comfort and handling characteristics. Specific suspension strut mountings optimise both ride comfort and spring response. The comparatively rigid anti-roll bar connection has a further positive impact on handling. The result is precise steering and driving characteristics.

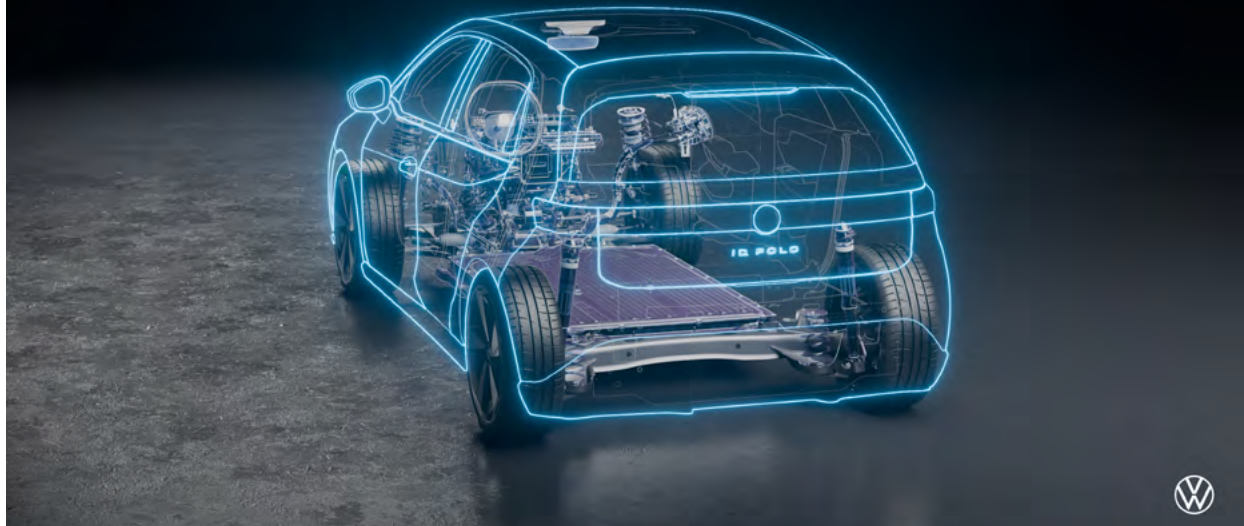
New rear torsion beam rear axle. The new and lightweight rear axle of the ID. Polo has been specifically adapted to the combination with an electric front-wheel drive. A host of different measures optimise comfort and ride characteristics. For example, bonded rubber pads on the coil springs improve comfort and acoustics. A passive damper weight 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, contributing to more stable vehicle handling. Last but not least, the torsion beam rear axle is very compact, allowing a large load capacity in the luggage compartment.

Powerful brake system. A new one-box brake system with disc brakes on the front and rear axles has also brought brake control and pedal feel to a new level within the ID. model family. The brakes provide the driver with optimally perceptible feedback on the exerted pedal pressure. This is made possible by a new sensor system which is actuated by pedal pressure and immediately divides the driver's braking request into the actual braking power of the four disc brakes and recuperation power. As both parameters are controlled simultaneously, the ID. Polo decelerates just like a Volkswagen with a combustion engine in terms of both braking power and braking feel. The pedal feel is therefore not soft, but instead pleasantly direct and precise. As a result, the ID. Polo's braking behaviour is very linear and by no means synthetic. Additionally, the new brake system is very light and also offers high recuperation performance.

One-pedal driving using the accelerator pedal alone. Another new technical function that also comes as standard is one-pedal driving for rapid deceleration solely through control of the accelerator. The driver can brake the ID. Polo by taking their foot off the accelerator pedal – and decelerate all the way to a complete stop. One-pedal driving offers a significant gain in comfort, especially in urban traffic and when manoeuvring. The latest Volkswagen software brings

ID. Polo

Frontantrieb / Front-wheel drive



this function on board. To activate one-pedal driving, the driver uses the right-hand steering column switch to simply select position B (Brake) instead of position D (Drive). In Eco Assistance mode (can be activated via the infotainment menu), the entire process can also take place automatically if the driver so wishes, as in this case the ID. Polo reacts to vehicles in front, speed limits or towns and the course of the route.

True Volkswagen. The new ID. Polo drives in the manner you would expect from a Volkswagen: its chassis offers a balanced blend of comfort and agility. The electromechanical steering responds smoothly and precisely; thanks to the responsive steering centre point, the car feels intuitive and easy to control. The stable and precisely controllable brakes also increase active safety. Clear and reliable handling characteristics convey a considerable feeling of confidence on board – as is characteristic of Volkswagen.

OVERVIEW AND DETAILS OF ASSIST SYSTEMS

Up to 19 assist systems. The comfort and safety of the ID. Polo are supported by numerous standard and optional driver assist systems. A particular highlight in the segment is the optional Connected Travel Assist, which enables partly automated driving.

Assist systems that come as standard in all ID. Polo models:

- Oncoming vehicle braking when turning and swerve support
- Advanced Driver Attention & Drowsiness Monitor with interior camera
- Park Distance Control – warning signals for obstacles at the rear
- Autonomous Emergency Braking Front Assist with Pedestrian and Cyclist Monitoring
- Lane Assist lane keeping system and Emergency Assist
- Side Assist lane change system including Rear Traffic Alert and exit warning system
- Dynamic Road Sign Display



Additional standard assist systems for the ID. Polo Life and ID. Polo Style:

- Adaptive Cruise Control (ACC)
- Front Cross Traffic Assist
- Park Distance Control – warning signals for obstacles at the front and rear
- Rear view camera system

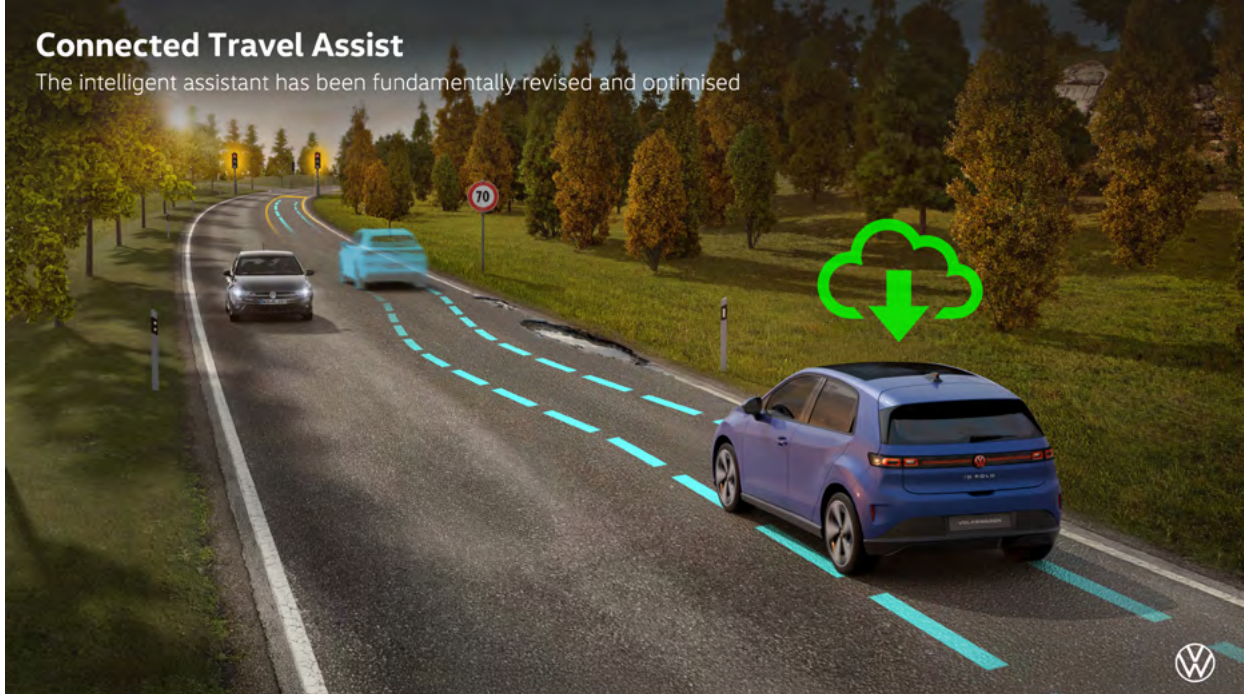
Optional assist systems:

- V2X (Life and up)
- Proactive occupant protection system (Life and up)
- Connected Travel Assist including Lane Assist lane keeping system and Emergency Assist (Life and up)
- Area View including rear view camera system (Style and up)
- Park Assist Pro including Park Distance Control (Style and up)

IQ.DRIVE Pro including V2X³. All of the ID. Polo's optional assist systems are combined in the IQ.DRIVE (for Life) and IQ.DRIVE Pro (for Style) assist system packages³ – these can be ordered in the configurator with a single click. The IQ.DRIVE package for the ID. Polo Life includes Connected Travel Assist for assisted driving (longitudinal and lateral guidance) including Lane Assist and Emergency Assist (emergency system if the driver is unresponsive), the proactive occupant protection system (automatic front seat belt tensioning, closing of windows and activation of hazard warning lights in hazardous situations) as well as Park Assist Plus including Park Distance Control. In addition, the IQ.DRIVE Pro package for the ID. Polo Style includes the memory function for Park Assist Plus (in this case called Park Assist Pro), V2X and Area View including rear view camera system. The IQ.DRIVE and IQ.DRIVE Pro systems in detail:

Connected Travel Assist

The intelligent assistant has been fundamentally revised and optimised



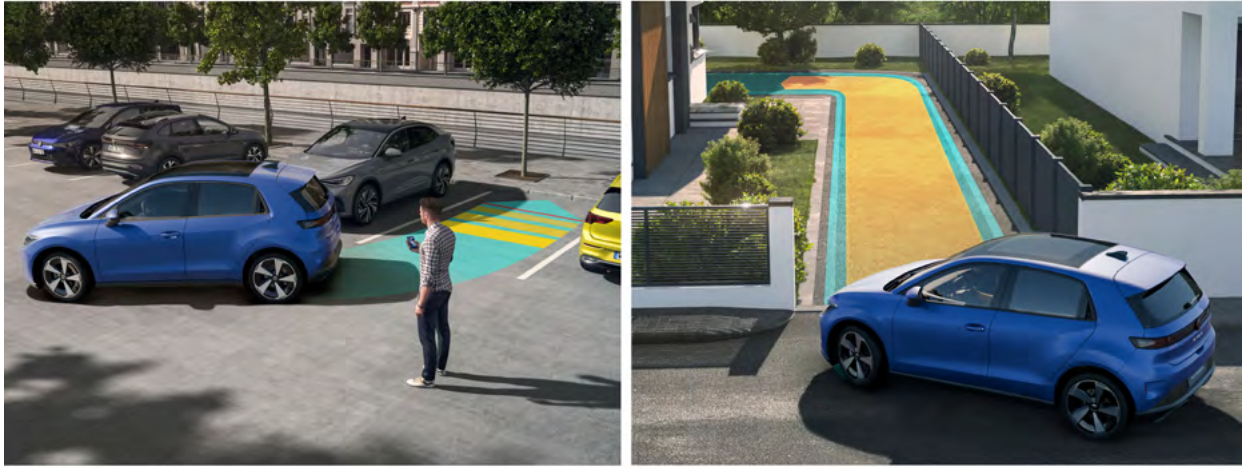
Connected Travel Assist³. Thanks to the latest software and sensor generation, the reactions offered by Connected Travel Assist are particularly well coordinated and reliable. In general, Connected Travel Assist enables driving with assisted longitudinal and lateral guidance. This means that the ID. Polo can automatically⁷ steer, brake and accelerate⁸ within the set speed range or the speed limit detected via Dynamic Road Sign Display and navigation software. The driver must be able to intervene at all times and must therefore touch the capacitive surfaces on the steering wheel as a prerequisite for the function. When Connected Travel Assist is active, the system predictively⁷ takes into account upcoming route parameters, such as bends, roundabouts and junctions, for vehicle control and the displays. This natural driving behaviour is based on a number of factors. First of all, the system can use online data through V2X technology⁷. If data transmitted by other vehicles in the vicinity or the traffic infrastructure is available, the Connected Travel Assist system only needs one detected road lane marking⁷ to keep the vehicle in lane, for example. The same applies as soon as the front camera of the ID. Polo detects a vehicle in front: in this case too, one road lane marking⁷ is sufficient for lane guidance, as the Volkswagen can now also use the vehicle in front as orientation.

Assisted lane changing on motorways³. In combination with Side Assist and Lane Assist, Connected Travel Assist enables assisted lane changing on multi-lane motorways⁷. As soon as the driver briefly taps the turn signal switch, the system monitors the traffic behind (to the left or right of the ID. Polo depending on the direction of the set turn signal). If there is a sufficiently large gap, the system signals this to the driver and initiates an assisted lane change by means of steering assistance. For safety reasons, the driver must always also steer. If the driver sets the turn signal lever to continuous flashing, lane changing is not activated.

Emergency Assist³. Like Connected Travel Assist, the Emergency Assist safety system is also part of the IQ.DRIVE technology packages and is a special feature in the small car segment. The system is permanently active. As soon as the ID. Polo's sensors detect that the driver is not steering, braking or accelerating, the system first initiates a warning for the driver in various escalation stages, and then finally performs an emergency stop⁷. At the same time, the hazard warning lights are automatically switched on, and the horn is activated to alert anyone in the surroundings to the hazardous situation⁷. Finally, Emergency Assist can continuously brake the Volkswagen until it reaches a standstill⁷. On multi-lane roads, the ID. Polo is simultaneously and automatically moved

ID. Polo Park Assist Pro

Mit Fernbedienung und mit Memory-Funktion / With remote control and memory function



to the inside lane and, if possible, to the hard shoulder⁷. The vehicle's surroundings are monitored during this time to prevent rear-end collisions⁷. After the Volkswagen comes to a standstill, an emergency call⁸ is automatically initiated using the Emergency Call Service to ensure prompt medical care for the driver.

Proactive occupant protection system³. The proactive occupant protection system also integrated in the IQ.DRIVE technology packages can detect an imminent accident situation⁸. In this case, the seat belts for the driver and front passenger are automatically pre-tensioned⁷ in the ID. Polo; the resulting stabilisation of the vehicle occupants optimises the protection provided by the airbag systems. Depending on the driving situation – for example, in the event of severe oversteering or understeering with ESC intervention⁷ – the side windows are also closed down to a residual gap to optimise the effect of the airbags. In this way, Volkswagen also achieves the best possible protection on board in the ID. Polo segment.

Area View including rear view camera system³. The scope of the IQ.DRIVE Pro technology package for the ID. Polo Style includes Area View in conjunction with the rear view camera system. With IQ.DRIVE Pro, the system additionally accesses a camera in each of the exterior mirrors and a camera at the front and merges the sensor data to calculate a 360-degree bird's-eye view – known as Area View. Here, the vehicle is shown from above to enable optimal recognition of kerbs and parking space markings, for example⁷. It is even possible to look round corners⁷ within the scope of what is technically feasible.

Park Assist Plus³ and Park Assist Pro^{3/11}. Park Assist Plus in the ID. Polo with the IQ.DRIVE technology package enables assisted parking in spaces that are parallel or perpendicular to the direction of travel⁸. The system also offers assisted driving out of parallel parking spaces⁷. The Volkswagen takes over⁷ control of acceleration, braking and steering in this process. A new feature in the ID. Polo segment is Park Assist Pro, which has functionality that has been extended for the Style version. It also offers a memory function for Park Assist and a remote function. Using the memory function, the ID. Polo Style records the last 50 metres driven and therefore the parking situation. The parking manoeuvre can be stored when the Volkswagen has come to a stop. When the ID. Polo reaches this position again, it automatically offers to take over parking⁷. The system can also independently drive out of a parking space⁷. Up to five parking manoeuvres can be



stored. Remote parking is also new in this segment: using Park Assist Pro and an app of the same name, this function enables you to drive the ID. Polo Style into and out of parking spaces remotely from outside the vehicle using a smartphone⁷.

Car2X³. The Car2X hazard warning system is integrated into the IQ.DRIVE Pro technology package. Unlike the familiar traffic information services, V2X has been designed for the immediate vicinity. With this function, the ID. Polo communicates⁷ with other vehicles and the traffic infrastructure. Within the system limits, V2X can be used to alert the Volkswagen driver to potential sources of danger such as road works or approaching rescue vehicles⁷. Additionally, vehicles equipped with V2X can exchange anonymous data within a radius of up to one kilometre⁸ – for example, in the event of a breakdown or accident – and therefore receive warnings about hazards. Communication takes place by means of Wi-Fi p, a special Wi-Fi standard for direct wireless communication between cars and other vehicles (Car2Car) and traffic infrastructure (V2X).

EXTERIOR DESIGN AND DIMENSIONS

Pure Positive – elegant, timeless and clear. With the new ID. Polo, Volkswagen Design has created a compact car that consistently follows the new Pure Positive design language. It is based on the three central pillars of Volkswagen design: stability, likeability and secret sauce. This design language builds on the DNA of iconic Volkswagen models such as Beetle, Golf and VW Bus, but has been significantly enhanced by the design team and now brought into the new era of electric mobility with the ID. Polo.

Front end – likeable and confident. The ID. Polo impresses with a new presence, dynamism and quality. At the front, for example, the Volkswagen conveys a friendly expression. 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 underline the friendly character of the front end. Notwithstanding all these likeable features in the front end,



the design features of stability and secret sauce are also visible in the ID. Polo: thanks to a wide track of 1,522 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 therefore stable. The equipment-dependent illuminated LED strip between the headlights and the VW logo, which is also illuminated in this case, are the characteristic design elements in this class, creating the unmistakable day and night light design of the ID. Polo.

Silhouette – linear and taut. The silhouette of the ID. Polo is also immediately recognisable as a Volkswagen. The window shoulder, the character line underneath and the side member create dynamic lines that extend 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 defining 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. The C-pillar design also enlarges the rear door cutout in the centre – making it easier to get into the rear. Another eye-catching 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 strikingly stable on the road.

Rear end – powerful and charismatic. The ID. Polo also makes a very powerful impression at the rear with its well-balanced division of the surfaces. Under the striking roof spoiler, the rear window extends far into the C-pillars, emphasising the width of the ID. Polo and simultaneously 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 underneath painted in the vehicle colour, creates a sporty 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 three-dimensional 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.



INTERIOR CONCEPT AND OPERATION

More space, more possibilities. The new ID. Polo benefits from the particularly compact MEB+ drive technology and thus offers clear space advantages: as a result, passengers have 19 mm more interior room, which is particularly noticeable in the rear. Passengers also benefit from greater interior width and headroom. In addition, the luggage compartment volume has grown by a good 25 per cent – from 351 to 441 litres. When the rear seat backrests are folded down, the load capacity increases to 1,240 litres (MQB-based Polo: 1,125 litres). This extra space makes the five-seater ID. Polo more of an all-rounder than any of its predecessors, not only specialising in urban life but also being 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 infotainment display integrated in the centre of the dash panel are ideally arranged on a visual axis for the driver. These two displays alone show 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 activates the 'Retro' display using the View button on the steering wheel, the classic instrument display of a late Golf I appears in the Digital Cockpit. In this case, there is a conventional speedometer with odometer and trip recorder display on the left. However, since time has also not stood still in the retro display, the speedometer also shows the current driving speed and speed limit in digital form. The design of the right display has a similar layout to a rev counter of times gone by. However, in the all-electric ID. Polo this naturally does not display engine speeds, but rather the energy output or energy recovery of the drive as a power display. The battery charge in per cent and the range in kilometres are also displayed digitally here. In the centre, a digital clock, the date and ambient temperature are displayed. Additionally, important information from the assist systems or warning messages and other information are also shown in the retro display, so that the driver of the ID. Polo always has an overview of all relevant information.



Large infotainment display. The touch display of the infotainment system, which is integrated into the centre of the dashboard, has a screen diagonal of 32.77 cm (13 inches) and thus corresponds to the format of a modern tablet. Its high-resolution display ensures a clear and detailed image. The display is also easy to reach for the front passenger. The menu structure is based on the operating concept of current Volkswagen models. The interface of the infotainment touchscreen is divided into three levels: the top bar, home screen (middle) and the bottom bar. Favourite functions can be added as direct access elements in the top bar and home screen. While the driver accesses all functions on a variable basis in the form of apps on the home screen, the individually configured top bar and static bottom bar are permanently displayed. This means that the system is very easy to use. The top bar is equipped with a direct access button on the left that enables the driver to access the main menu with an overview of all apps with just one click. Next to this is a button for the Car Control Centre, which offers direct access to the most important vehicle functions and can be configured individually by the driver. This also includes the legally required speed warning, for example, which can be adjusted here with a single click. The home screen in the middle combines the content of the most important apps on differently sized graphic tiles. For example, navigation, media, telephone or the IDA voice assistant can be stored on the tiles. The bottom bar contains access to the air conditioning and seat functions and has a home button that lets the driver return to the home screen at any time. These functions are therefore always directly available.

Retro display in the infotainment display. The modern standard view of the touchscreen can be switched to the 'retro' display with a swipe gesture. The top bar and bottom bar remain identical; only the home screen changes to the graphics of the 70s and 80s. The navigation map appears in the style of a television set from that time. In addition, the radio is displayed as a frequency band and the media player as a cassette. Even the charge level display takes on the design of a classic fuel gauge. All of these – as well as the Easter eggs (small graphic symbols) placed around the vehicle – are elements that are simply intended to increase enjoyment of the ID. Polo. No more, no less.

New multifunction steering wheel. The multifunction steering wheel with its clearly arranged button panels is a new design. The cruise control system or, depending on the equipment, Adaptive Cruise Control and Connected Travel Assist are combined in the button

ID. Polo cockpit

Enhanced HMI concept



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 voice control and the button for the steering wheel heating, which 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 the parking brake (right) as well as the turn signal, lighting and wiper functions (left) are located behind the steering wheel. The central functions for the headlights and tail light clusters are also located to the left of the dashboard.

Digital and analogue technologies in harmony. The central climate control functions – temperature control, blower, air conditioning, automatic mode, air recirculation, windscreen defroster and rear window heating -- are grouped together in a separate button panel, with the hazard warning light switch positioned centrally in the middle. 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. Located between the smartphone tray and drink holders 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 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 light strip extends not just across the width of the dash panel in the lower area of the windscreen, but now also into the front doors. The door openers also have a new design. The four buttons for the electric windows and exterior mirror adjustment are realised as a touch panel in the driver door. 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 refinements such as the elegant decorative seams in the door trim and the integration of small Volkswagen badges to finish off these elegant seams. The badges can be customised using the Volkswagen Accessories range.

Recycling materials. The materials used in the ID. Polo are of high quality and form part of an innovative and friendly design. Wherever possible, recycled materials are used. 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 Style seats also use a fabric made from SEAQUAL® yarn – its base material is ocean plastic that is collected and then recycled. The horizontal trim (Milky



Way design in the top-of-the-range version) also consists of a new recycled material below the ventilation openings.

STANDARD AND OPTIONAL EQUIPMENT

Trend – entry-level version with DC quick-charging function. The ID. Polo is available in the three equipment lines Trend, Life and Style. In addition, customers can choose from two battery sizes and three power levels. The ID. Polo Trend is the base version and already offers details such as automatic air conditioner and assist systems such as Side Assist lane change system with Rear Traffic Alert and exit warning system, Lane Assist lane keeping system, Front Assist autonomous emergency braking and Park Distance Control (front). The standard equipment also includes LED headlights with Light Assist main-beam control. The interior features of the ID. Polo Trend include Keyless Start, a 32.77-cm (13-inch) infotainment system display, 4+1 speakers (including front centre speaker) and digital instruments. The ID. Polo Trend has a 37-kWh battery (net) on board; its electric drive motor generates 85 kW (116 PS) – the same as the currently most powerful conventional Polo with petrol engine. The ID. Polo Trend is charged with up to 11 kW at home charging stations and AC charging stations or with up to 88 kW at DC quick-charging stations.

Vehicle-to-Load as standard. The new ID. Polo is one of the first electric Volkswagen models to offer the vehicle-to-load function. This allows external electrical devices to be supplied with power for leisure activities. For example, if you transport e-bikes on the optional ball coupling, you can charge them externally via the ID. Polo's charging socket using a Schuko plug adapter from Volkswagen Accessories, with a power output of up to 3.6 kW. Volkswagen offers this interface under the name PowerSocket, specifically as a version for normal household sockets (country-specific) and as a camping socket (230V CEE).



Trend in detail (extract)

Exterior

- Black exterior mirror housings
- Bumper painted in vehicle colour

Interior

- Illuminated vanity mirrors in the sun visors
- Multifunction steering wheel; prepared for subsequent activation: Heating
- Rear bench seat, undivided, backrest asymmetrically split, folding
- Seat centre panels for front seats and outer rear seats in fabric
- Prepared for later activation: Heated front seats
- Front seats with height adjustment

Driver assist systems

- Oncoming vehicle braking when turning and swerve support
- Advanced Driver Attention & Drowsiness Monitor with interior camera
- Park Distance Control – acoustic warning signals for obstacles at the rear
- Front Cross Traffic Assist
- Autonomous Emergency Braking Front Assist with Pedestrian and Cyclist Monitoring
- Lane Assist lane keeping system and Emergency Assist, basic
- Side Assist lane change system, Rear Traffic Alert and exit warning system
- Dynamic Road Sign Display

Infotainment

- 2 USB-C ports at the front, charging capacity of up to 60 W
- 4+1 speakers
- DAB+ digital radio reception
- Infotainment system with 32.7-cm (13-inch) display
- Mobile phone interface
- Prepared for digital extras: Online update capability (except for special conversions)
- Prepared for later activation: Navigation system



Convenience and practical features

- 12 V socket in the front centre console
- Air Care Climatronic air conditioning system with enhanced air filter with activated carbon; activatable: two-zone control
- Keyless Start without SAFELOCK
- Green heat-reflecting glass, side and rear
- Additional reading lamps in the rear

Light and visibility

- Exterior mirrors, electrically adjustable and heated
- Light Assist main-beam control
- Windscreen made of heat-insulating laminated safety glass
- LED tail light clusters
- LED headlights
- Rain sensor

Wheels/tyres

- Vehicle toolkit and breakdown set 12-volt compressor and tyre sealant
- Tyres 215/55 R 17
- Tyre pressure loss indicator
- 7 J x 17 steel wheels with wheel covers

Safety and technology

- Airbag for driver and front passenger, with front passenger front airbag deactivation
- Bidirectional charging (AC and DC; AC discharging only possible with PowerSocket discharging adapter)
- CS charging socket
- Driving profile selection
- ISOFIX retaining rings for child seats on the outer rear seats and on the front passenger seat, compatible with i-Size
- Curtain airbags in front and rear, side airbags at the front, centre airbag
- Mode 3 type 2 charging cable, 16 A



- eCall Emergency System
- Electromechanical power steering, speed-dependent control

Life – comfort equipment with Adaptive Cruise Control. The ID. Polo Life is positioned above the ID. Polo Trend – the perfectly balanced mid-point of the equipment range. It is additionally equipped with features such as Adaptive Cruise Control, rear view camera system, Park Distance Control at the front and rear, a Comfort mobile phone interface with inductive charging function, an audio system with 6+1 speakers, App-Connect Wireless for Apple CarPlay and Android Auto, voice control, self-dimming interior mirror and electrically folding exterior mirrors.

Life additionally to / deviating from Trend in detail (extract)

Interior

- Background lighting, white
- Textile floor mats, front and rear

Driver assist systems

- Adaptive Cruise Control (ACC)
- Park Distance Control – acoustic warning signals for obstacles at the front and rear
- Front Cross Traffic Assist
- Rear view camera system

Infotainment

- 2 USB-C ports at the front, 2 USB-C charging sockets at the rear of the centre console, charging capacity up to 60 W
- 6+1 speakers
- IDA voice assistant
- Comfort mobile phone interface with wireless charging function

ID. Polo front and rear lighting

LED functions



Convenience and practical features

- XL stowage space including luggage compartment floor, adjustable to two heights

Light and visibility

- Exterior mirrors that can be electrically adjusted, folded in and heated, with memory function and front passenger exterior mirror lowering function
- Automatically dimming interior mirror
- Surround lighting with logo projector

Style – top-of-the-range version with IQ. LIGHT LED matrix headlights. The exterior of the top-of-the-range Style version is recognisable by features including, as standard in this case, IQ. LIGHT LED matrix headlights, LED tail light clusters with dynamic flashing function, illuminated VW logos at the front and rear, illuminated door handle recesses, and 17-inch alloy wheels. In the interior, the ID. Polo Style offers additional details such as 30-colour background lighting, two-zone automatic air conditioner, ID. Light, comfort sports seats with seat heating (front), particularly elegant fabrics and materials and an anti-theft alarm. The Style is also prepared for subsequent activation of the digital key, which enables unlocking, locking and starting the ID. Polo using a smartphone. One highly practical feature is that the digital key can also be transferred to family members, friends or colleagues – it can be easily shared using the Volkswagen app by text message, WhatsApp or email.

Style additionally to / deviating from Life in detail (extract)

Interior

- Background lighting in 30 colours including ID. Light, Volkswagen logo illuminated in the steering wheel
- Headliner in Soul Black
- Heated multifunction steering wheel
- Pedals in stainless steel, with Play/Pause design
- Centre seat panels on the front seats and outer rear seats in Style fabric



- Comfort sports seats in the front
- Heated front seats

Infotainment

- Harman Kardon sound system, 8+1 speakers, subwoofer, 12-channel amplifier, 425 watts total output

Convenience and practical features

- Air Care Climatronic air conditioning system with activated charcoal filter, stationary air conditioning and two-zone temperature control
- Keyless Access locking and starting system, with contactless locking and unlocking, SAFELOCK
- Digital Key preparation for vehicle access using smartphone

Light and visibility

- Cornering light
- Advanced main-beam control Dynamic Light Assist
- IQ.LIGHT LED matrix headlights with automatic lighting control, poor weather light and welcome function
- LED tail light clusters with dynamic turn signals
- Illuminated door handle recesses

Wheels/tyres

Edinburgh alloy wheels, 7J x 17 in black, diamond-cut finish

Tyres 215/55 R 17



Optional equipment (extract)

From panoramic sunroof to sound system. The usual features such as panoramic sunroof, the navigation system, five metallic paint finishes, alloy wheels (17, 18 and 19 inch), a cargo package for the luggage compartment, the IQ.DRIVE Pro assist systems package (see Assistance systems), a towing bracket and an energy-efficient heat pump to increase range in the winter are available as optional equipment for the new ID. Polo. There are also details for the ID. Polo that are exceptional in this segment, including electrically adjustable ergoActive seats with massage function and a 425 watt sound system from Harman Kardon.

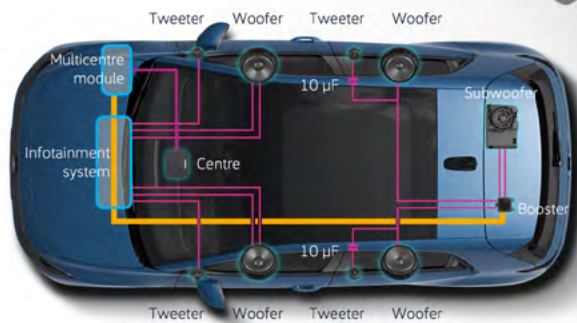
Electrically adjustable ergoActive seats. One new feature for this segment is the pneumatic massage function for the electrically adjustable 12-way front seats. Users can choose from three massage programmes – a luxury-class feature for a compact-class car. The electrically adjustable driver seat is also equipped with a memory function. These seats are available as a seat comfort package for the ID. Polo Style. Specifically, this includes highly ergonomically comfortable ergoActive seats that are adjusted using pushbutton controls offering easy and logical operation. The settings can be saved for three different drivers. Similarly to the ID.7 or Tayron, the massage function works in the lumbar region. There are three air chambers here that massage the lower back of the driver and front passenger using rolling movements.

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



425 watt Harman Kardon sound system. With the Harman Kardon sound system, Volkswagen is offering a sound experience in the ID. Polo segment that was previously reserved for the mid- and top-of-the-range classes. Ten speakers – two tweeters and two woofers at the front, one centre speaker in the middle, two tweeters and two woofers in the rear plus a subwoofer in the luggage compartment – and one digital 12-channel amplifier are responsible for high-quality sound. A centrally positioned speaker in the middle of the dash panel, the centre speaker, ensures that speech sounds clear and precise – ideal for podcasts and phone calls. With a system output of 425 watts, the sound system is superbly dimensioned: the powerful subwoofer in the luggage compartment ensures a deep-reaching bass volume, while the four rear speakers are actuated via their own, very powerful booster. This architectural concept guarantees a high level of transparency and stability of playback under a huge range of acoustic conditions.

NOTES AND CONSUMPTION VALUES

1. ID. Polo Life (155 kW) – range determined on the rolling road test bed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) in the equipment variant that is most favourable for range. The actual WLTP range values may differ depending on the equipment. In practice, the actual range varies depending on driving style, speed, use of comfort and auxiliary consumers, outside temperature, the number of passengers and load, topography and physical ageing of the high-voltage battery
2. All equipment specifications and prices refer to the German market. Details may differ in other countries
3. Optional equipment
4. ID. Polo Trend (85 KW) – combined power consumption 14.8–13.3 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A
5. ID. Polo (99 KW) – combined power 14.9–13.6 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A
6. ID. Polo (155 kW) – combined power 14.7–13.3 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A
7. Within system limits
8. The time until the battery is fully charged depends on the power of the charging infrastructure for AC and DC charging, as well as the battery charge level and ambient temperatures
9. The savings are based on simulation calculations subject to simplified assumptions, whereby charging processes are optimised for market prices based on a dynamic electricity tariff. Electricity tariff price 36 ct/kWh, charging profile: all day 09:00–08:00, without solar installation. Values may also deviate significantly from this in practice. More detailed information on the calculation basis, calculation method and smart charging cost savings calculator can be found [here](#)
10. If determined with the specified maximum power or depending on the available power, the acceleration time may be longer. The maximum power is available with the highest possible charge level and in the optimum operating temperature range of the high-voltage battery
11. Park Assist Pro – to use remote parking with Park Assist Pro, it is necessary to download the Volkswagen Park Assist Pro app provided by Volkswagen AG. The terms of use must be accepted in the app before using the function for the first time. The app is designed for iOS devices (iOS 16 or later; iPhone 8 or later). When used with other devices, especially Android devices, there may be limitations in establishing the Bluetooth connection or its stability, depending on the operating system and model of the mobile device. If this happens, it will not be possible to carry out the parking manoeuvre remotely, or the manoeuvre will be cancelled accordingly

Media contacts

Volkswagen Communications |
Product Communications

Greta Höhne

Spokesperson ID. EVERY1,
ID. Polo, Dr. Erwin Gabardi
Tel: +49 (0) 152 58870744
greta.hoehne@volkswagen.de

Martin Hube

Spokesperson ID. Polo, ID. Cross,
Passat, Touareg
Tel: +49 (0) 152 22995699
martin.hube@volkswagen.de