



The all-new ID. Cross

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The all-new ID. Cross¹ impresses with premium design, technology usually found in upper-class vehicles and excellent value for money

Key aspects	02
In brief	02

The ID. Cross in detail

The exterior design	08
The interior concept	10
The drive system	14
The chassis concept	15

Notes:

1. ID. Cross (155 kW / 211 PS) – Combined power consumption: 16.9–14.3 kWh/100 km; combined CO₂ emissions: 0 g/km; CO₂ class: A. For all other power outputs and the 37 kWh battery: This equipment version and/or vehicle variant is not yet available for sale. Energy consumption values are not yet available.
2. All equipment specifications and prices refer to the German market.
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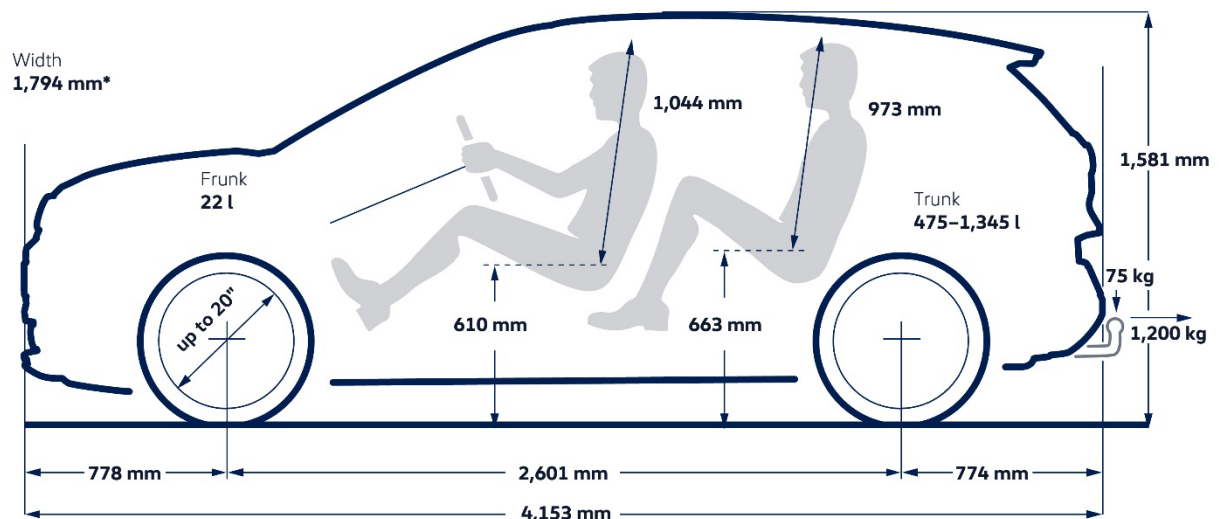
KEY ASPECTS

- **Spacious five-seater for all kinds of journey** – the new ID. Cross¹ is a compact electric SUV offered at attractive prices from around 28,000 euros²
- **Timeless, superior design** – the ID. Cross is based on the new Pure Positive design language, which helped to create an SUV that exudes premium quality
- **The ideal option for everyone** – the ID. Cross will initially be available with outputs of 85 kW, 99 kW and 155 kW as well as two battery sizes (37 kWh and 52 kWh, net)
- **High-quality interior** – the new model offers excellent seating comfort, fabric-upholstered surfaces, the new ‘Innovision’ infotainment system and an optional premium sound system
- **Speedy charging** – the new “Group unified cell” on board the ID. Cross offers quick DC charging with 90 kW as standard or with 105 kW when combined with the 52-kWh battery
- **Powerful** – a highly efficient electric motor and a 52 kWh battery enable a WLTP range of up to 427 km⁴

IN BRIEF

The potential of a successful model. The countdown has begun: Volkswagen will launch the new ID. Cross¹ on the European market in autumn 2026 at prices starting from around 28,000 euros². With its innovative technology and visual appearance, the compact-class SUV is characterised by a strikingly stylish and powerful design, high standards of quality, intuitive controls, a comfortable interior with a feel-good ambience, very efficient use of space and the most advanced drive and assist systems. Thomas Schäfer, CEO of the Volkswagen brand, Head of

ID. Cross dimensions



* Without mirrors



the Brand Group Core and member of the Group Board of Management: "The ID. Cross brings together technological expertise, clean design, impressive, intricate solutions and genuine all-rounder qualities – all for excellent value for money. These are ideal conditions for a new success story from Volkswagen."

"True Volkswagen". Like the newly developed ID. Polo⁶, the ID. Cross is one of the first Volkswagen models to herald in a new era, one in which the brand – under the direction of Thomas Schäfer – is honing even more consistently in on its strengths and the things its customers want. Thomas Schäfer: "Models like the Golf, Passat and Tiguan became global successes because they offered superiority when it came to technological excellence, quality, intuitive operation and economic use of space – all of which emerged by putting the customer first. These are our core virtues. They are True Volkswagen. We are now putting these strengths back at the centre of everything we do to create a strong and successful future for Volkswagen and future vehicles like the ID. Cross."

Optimum use of space. The new ID. Cross is 4,153 mm long, 1,581 mm tall and 1,794 mm wide. The wheelbase spans 2,601 mm between the 17- to 20-inch wheels. Based on the MEB+ (latest stage in the evolution of the modular electric drive matrix), the ID. Cross is therefore only slightly larger than its combustion-powered counterpart: the T-Cross (based on the MQB). And yet, the new ID. Cross offers even more space for five passengers and their luggage. With the extra 38 mm in the wheelbase and the spatial advantages offered by the MEB+ compared to the MQB, the driver and up to four passengers get to enjoy extra centimetres across the length, height and width of the interior. The gains in the luggage compartment are particularly important: with a capacity of 475 litres, the ID. Cross offers 20 litres more stowage space than the T-Cross. Furthermore, the electric SUV has a small extra luggage compartment (known as a frunk) under the bonnet, which holds an additional 25 litres – the ideal spot for the charging cable and smaller items.

Trend² – entry-level version with DC quick-charging as standard. Simply looking at and touching the interior, it becomes obvious that the features of the new ID. Cross put it in a class of its own, especially given the level of perfection in every detail, the quality of its materials and the design itself. Every analogue and digital detail is intuitive for the user. What's more, all

ID. Cross front and rear lighting

LED functions

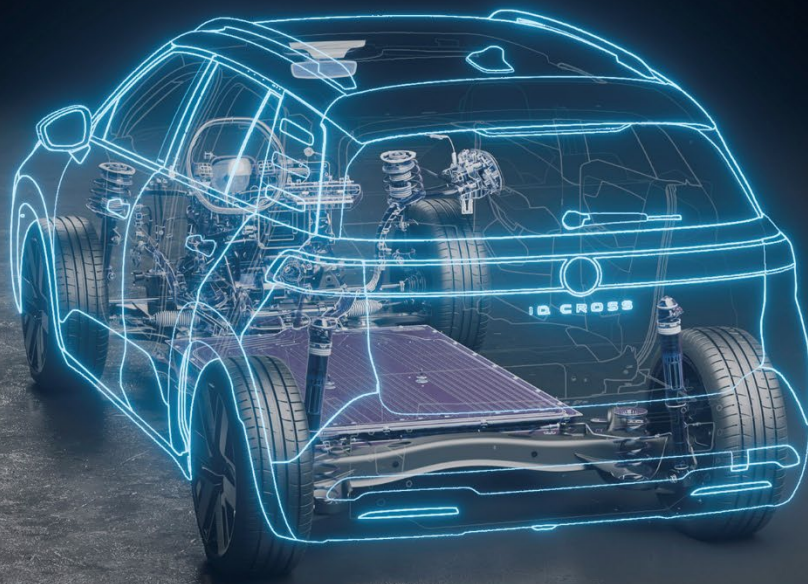


of the materials used have a premium look and feel, regardless of the equipment line. Even the entry-level version – the ID. Cross Trend – is fitted with a 90 kW DC quick-charging function as standard.

Life² and Style² – two levels for personalisation. The first step to increasing on-board comfort levels even further is to opt for the Life or Style equipment package. When it comes to the specification packages, Volkswagen is reverting back to the names that many customers have come to know and love over the years. New owners of the ID. Cross Life can look forward to features such as 18-inch alloy wheels, a two-zone automatic air conditioning system, Adaptive Cruise Control (ACC) and a rear view camera system ("Rear View"). The elegant top-of-the-line version – the ID. Cross Style – will also be equipped as standard with details such as the ID.LIGHT LED matrix headlights with illuminated LED light strip, 3D LED tail light clusters, illuminated VW badges at the front and rear, customised interior applications and the keyless starting and locking system, Keyless Access.

Features from higher segments. The ID. Cross will be available with optional equipment² that isn't available in either the MQB-based T-Cross model or several of its competitors in this class. This includes, for example, a high-end sound system from Harman Kardon with 425 watts of power, ten loudspeakers, including a centre speaker for clear voice transmission, and a subwoofer. 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's seat is also equipped with a memory function. Meanwhile, a 740 x 905 mm panoramic sunroof that stretches into the rear allows passengers to bask in the sunlight or watch the twinkling stars. An electric sunroof roller blind can bring shade to the interior if needed.

Design for a new era. The ID. Cross is uniquely positioned in the compact SUV segment thanks to its exceptionally clear, charismatic and timeless design, which keeps heads turning wherever it goes. The body design is in keeping with Volkswagen's new Pure Positive design language, which is built around visual stability, a likeable appearance and surprising details – which we call the secret sauce. Together, these three elements have resulted in an extra sharp-looking sport utility vehicle. One thing is certain: The ID. Cross will look just as good in the urban



jungle as it does in the Scottish Highlands, the snowy Alps or on the beaches of European coastlines. Hallmark features of the ID. Cross' design – which is distinctive from every angle – include its elegantly likeable vehicle front end with a broad, bold light signature, its confident and powerful rear end with its own striking graphical lighting, and its robust shoulder section with flared wheel arches for added dynamics. The light signatures become even more striking when the vehicle is equipped with the IQ.LIGHT LED matrix headlights and 3D LED tail light clusters with illuminated LED crossbars and VW badges. Details such as the elongated “flying roof” and C-pillars, which hark back to iconic designs like the first Golf and the VW bus, add a dash of spicy secret sauce to the ID. Cross' design. The superior, linear design of the exterior is translated to tangible effect inside the ID. Cross: From the driver's perspective, the entire width and length of the bonnet is visible, improving not only clear visibility to the front but also giving the driver the impression that they're sitting in a much larger vehicle.

Form follows function. As is always the case in a Volkswagen, the visual details are often hiding incredibly practical advantages, as form always follows function whenever possible. Take the roof railing, for example: With a dynamic roof load of 75 kg, the ID. Cross can easily handle one of the increasingly popular roof-top tents for holidays, which transforms it into a compact camper van.

New electric front-wheel drive. The front-wheel drive ID. Cross is based on the MEB+ platform, which includes the new Group unified cell module developed by Volkswagen with an efficient cell-to-pack design. The battery is available in two sizes: 37 kWh (net) and 52 kWh (net). When combined with the extra economical Volkswagen APP290 electric drive motor, which includes a new power electronics system developed by Volkswagen to act as an intelligent control module and a standard DC quick-charging system, this creates 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. It is charged with a DC power of up to 90 kW. An NMC (nickel manganese cobalt battery) version of the unified cell with a DC charging capacity of up to 105 kW will be used as the 52-kWh battery. According to the forecast values, the WLTP range with the 37-kWh battery will be up to approx. 316 kilometres³. With the 52-kWh battery, the range, which is also an unofficial forecast, will be up to around 427 kilometres⁴. Using 90 kW (DC), it will be possible

Connected Travel Assist

The intelligent assistant has been fundamentally revised and optimised



to charge the 37-kWh battery from 10 to 80 per cent capacity in approx. 23 minutes³; for the 52-kWh battery, this time is reduced to approx. 24 minutes with 105 kW (DC)³. The following equipment, performance and battery combinations will be available:

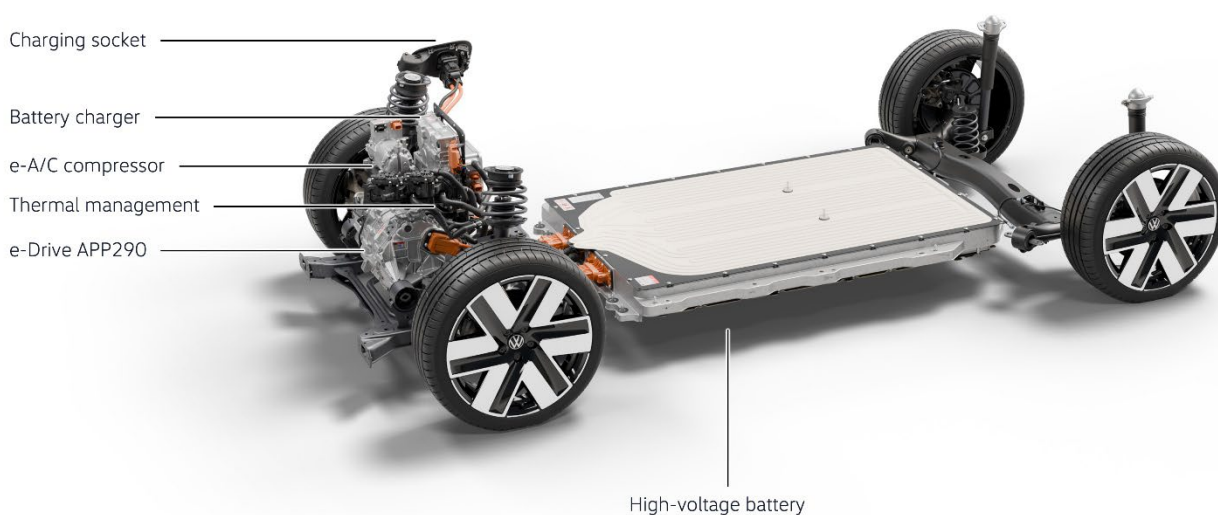
- **ID. Cross Trend:** generally 85 kW (116 PS) and 37-kWh battery.
- **ID. Cross Life and ID. Cross Style:** 99 kW (135 PS) and 37-kWh battery as standard
- **ID. Cross Life and ID. Cross Style:** option of 155 kW (211 PS) and 52-kWh battery

Vehicle-to-load. The versatility of the ID. Cross is increased by the vehicle-to-load function, which is used to charge other devices with a charging capacity of up to 3.6 kW. 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 special plug adapter (Schuko) from Volkswagen Accessories to recharge them from the SUV's charging socket. Speaking of the ball coupling: the new ID. Cross 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) – so nothing stands in the way of you taking a trip with a smaller caravan, boat or motorcycle.

Connected Travel Assist with traffic light recognition. Thanks to MEB+ and the latest software, the ID. Cross 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. As the system uses online data, it has been renamed Connected Travel Assist. The assist system for assisted lateral and longitudinal guidance now also reacts to traffic lights⁴ for the first time – a first for this price class. If the new Connected Travel Assist function detects⁴ a red traffic light, it automatically brakes the ID. Cross to a standstill⁴ within the system limits. Another new feature is One Pedal Driving, which rapidly decelerates the SUV through regulation of the accelerator pedal alone.

ID. Cross

Drive System



Technical data of the ID. Cross^{1/2/3}

Drive	MEB+, front-wheel drive
Battery sizes (net)	37 kWh and 52 kWh
Power with 37-kWh battery	85 kW (116 PS) and 99 kW (135 PS)
Power with 52-kWh battery	155 kW (211 PS)
DC charging capacity (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
min. EU kerb weight	from 1,616 kg (37 kWh) / from 1,631 kg (52 kWh)



The ID. Cross in detail

THE EXTERIOR DESIGN

Hits the mark visually. The design of the ID. CROSS CONCEPT prototype unveiled at the International Motor Show in Munich in September 2025 was transferred to the series production version of the ID. CROSS with just a few minor adjustments. The early design freeze – the point at which a design is frozen at series production status – was made possible given that the concept vehicle created by Volkswagen’s Head of Design Andreas Mindt and his team really hit the mark when it came to the visuals. Like the concept vehicle, the series production version also reflects the Pure Positive design language developed by Mindt. It is based on the three cornerstones of Volkswagen design: Stability, likeability and secret sauce.

Vehicle front end – face in the crowd. With its clear, flush and horizontal design, the front section of the new ID. Cross immediately stands out as the new and likeable face of Volkswagen. The high, narrow headlights are dominant features in this area. At the top, they transition into a glass-covered crossbar, while at the bottom they merge with a wide crossbar, which can also act as an LED light strip depending on equipment. Below this, there is another crossbar, which is also closed and covered in glass. The VW logo, which is also illuminated depending on the lighting system, is integrated into the middle of these three bars, which emphasise the width of the ID. Cross. The clarity and stability of the front design are reinforced by the cleanly contoured surround of the high bonnet area above the headlights, typical of an SUV. This horizontal line is repeated below the glass-covered crossbar in the uniform design of the bumper. The horizontal surfaces and the headlights form what is known as the golden ratio, giving the ID. Cross a particularly appealing look. The SUV’s visual stability is also reinforced by the powerfully flared wings and wheel housings.

Silhouette – “Flying roof” and iconic C-pillar. The upper third of the ID. Cross’ silhouette is characterised by the roof, which extends into the rear spoiler and greenhouse (roof pillars and windows) below. With the roof edge spoiler, the roof protrudes far beyond the C-pillars; in high-gloss black, the A- and B-pillars provide a splash of contrasting colour. making the flat roof



appear as if it's floating – which is why it's known as a flying roof. The roof rail is located above it. A particularly striking feature in the silhouette is the A-pillar, which tilts flat towards the rear. It is contrasted by the steep C-pillar, which faces forwards slightly. At the same time, the latter pays tribute to the VW Bus and the first Golf. The C-pillars extend downwards into the area below the window line and further into the powerful wheel arches. The C-pillars rest on the wheel housings, exuding maximum stability. Together, the top and bottom parts of the C-pillars resemble the taut string of a bow – evoking the Golf. Form follows function: at the same time, this has enlarged the rear door openings and the access to the rear of the new ID.Cross.

Window and character line – Pure linearity. The silhouette is also divided into thirds by the deliberate addition of a straight window and pure character line: the upper third (roof and greenhouse) and the lower two thirds (painted door surfaces, wings and wheel arches). The line extends from the rear to the front, also evoking design icons such as the Golf and the VW bus. This type of line also gives the body a high degree of visual stability in the silhouette. This reveals the pure, solid design of the side body surfaces, which curve outwards in the area of the doors, thereby unfurling their own power and emphasising the SUV's high quality. The combination of all the surfaces also forms the golden ratio here, which the beholder always finds positive and likeable.

Rear end – Unmistakable. The rear end of the ID. Cross is clean, stable and likeable in every respect. Here, the glass-covered LED crossbar in the 3D tail light clusters and the structured area underneath, which is also fully in keeping with the horizontal design, create a particularly self-assured effect while retaining the likeability typical of a Volkswagen. 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. Like the front and side sections, the rear of the ID. Cross is also distinctive thanks to its striking design – a new original in the compact SUV class.



THE INTERIOR CONCEPT

Pure and positive on the inside too. The Volkswagen Pure Positive design language also influences the design of the interior. It is the incredible clarity, the perfection in every detail and the quality of the materials used that create an interior that transforms every minute on board into a feel-good experience – whether in the hustle and bustle of the big city or on longer trips. Up until now, this demand had only ever been met by larger and more expensive vehicles. Volkswagen Head of Design Andreas Mindt: “That’s why – for new Volkswagens like the ID. Cross, but also the ID. Polo or T-Roc – we have created an interior that feels like a friend from the very first encounter. Clear physical buttons foster a feeling of stability and confidence, warm-looking materials give it a friendly aura, while lovable details like the new retro instrument views allow Volkswagen’s hallmark charisma to shine through as the secret sauce. In the case of the ID. Cross, all this is combined with excellent economy of space. And it is precisely this combination that creates an interior that invites passengers to enjoy their time on board.”

Stability, likeability and secret sauce. Pure Positive is based on the three cornerstones of Volkswagen design: Stability, likeability and secret sauce. The clarity and logic of the horizontal dashboard architecture reflect the aspect of stability. Every detail is clear and coherent, and every physical touchpoint is positioned exactly where you expect it. This intuitive operating concept creates a familiar Volkswagen environment on board the ID. Cross. The warm and friendly interior design embodies the likeability factor. Details such as the fabric-covered dash panel, elegant controls like the tactile, metallic outer edge on the audio controls in the centre console, and the pleasant feel of all buttons, controls, handles and surfaces create an inviting and friendly atmosphere. Features such as the interactive ID.Light, which now extends into the doors, or the digital instruments’ retro view inspired by the Golf I (facelift generation) add the secret sauce – in this case technical details that display information in an innovative way or appeal on an emotional level.

Clearly structured cockpit landscape. The new ID.Cross has a horizontal dashboard landscape. The Digital Cockpit Pro and the infotainment display are arranged on one visual axis. The Digital Cockpit Pro measures 26.0 cm (10.25 inches) across the diagonal and features crystal-clear graphics. If the driver uses the View button on the steering wheel to activate the retro view, a dash of secret



sauce is added as the instruments transform into the style of instrument found in the later Golf I models. In this case, there is a classic speedometer on the left and a tachometer on the right. In the ID. Cross, however, it does not display the speed of the engine, but rather the energy output or energy consumption of the drive (as a powermeter). Of course, other modern functions like the Dynamic Road Sign Display have also been integrated into the 1980s-inspired layout. The infotainment system's touch display, which is located in the centre of the dashboard, measures 32.77 cm (12.9 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.

New multifunction steering wheel. 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 retroactivated on demand). The steering wheel itself is flattened at the top and bottom (12 and 6 o'clock). The steering-column levers for shifting gear and using the parking brake (right) and the turn signal, lighting and windscreen 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.

Buttons for climate control. The central climate control functions – temperature control, blowers, air conditioning on/off, automatic climate control mode, air recirculation, windscreen defroster, rear window heater – are integrated separately into a strip with easy-to-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 cup holders and the centre armrest with an integrated stowage compartment underneath. Between the smartphone storage area and cup holders, there is the rotary control for audio functions, which is equally easy to reach for the driver and front passenger, can be used to adjust the volume, but also to change songs and stations via the track function. The ID.Light (standard 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. However, the ergonomically designed door openers have been adapted from the new T-Roc. 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.

Quality without class limits. The new ID. Cross is also characterised by a quality of interior that is equivalent to the next class up. This impression is reinforced by details such as the robust and ergonomic door openers from the new T-Roc, the fabric-covered dashboard surface and optional features such as a high-end sound system from Harman Kardon and the 12-way electrically adjustable front seats with massage function, which were available in an SUV in this class for the first time. The space available in the rear also eliminates class boundaries. The same goes for the five-seater's 475-litre luggage compartment. Built into the area under the variable luggage compartment floor is an XL storage area for transporting items like crates of drink. Just as practical is the 25-litre extra luggage compartment (frunk) under the bonnet, which can be used to store charging cables, for example.

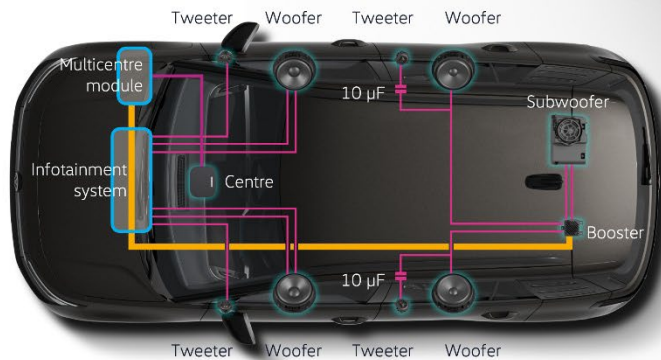
Premium sound in the compact class. A quick look at the high-end sound system developed together with Harman Kardon demonstrates just how much effort has been put into the development of the individual technologies and modules: Volkswagen is raising the bar for the ID. Cross segment, creating a sound experience that was previously reserved for the mid-sized and upper classes. The hardware equipment sets new standards in the compact class: Ten speakers – two tweeters and two bass loudspeakers at the front, one centre speaker, two tweeters and two bass loudspeakers in the rear plus a subwoofer in the luggage compartment – ensure an exceptionally even sound experience throughout the ID. Cross. Especially in the rear, this fosters a balanced soundscape without the need to increase the volume when children are listening to their music or audio content. A speaker in the middle of the dashboard, which we refer to as the centre speaker, also ensures that speech sounds clear and precise – ideal for podcasts and phone calls.

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

Harman Kardon

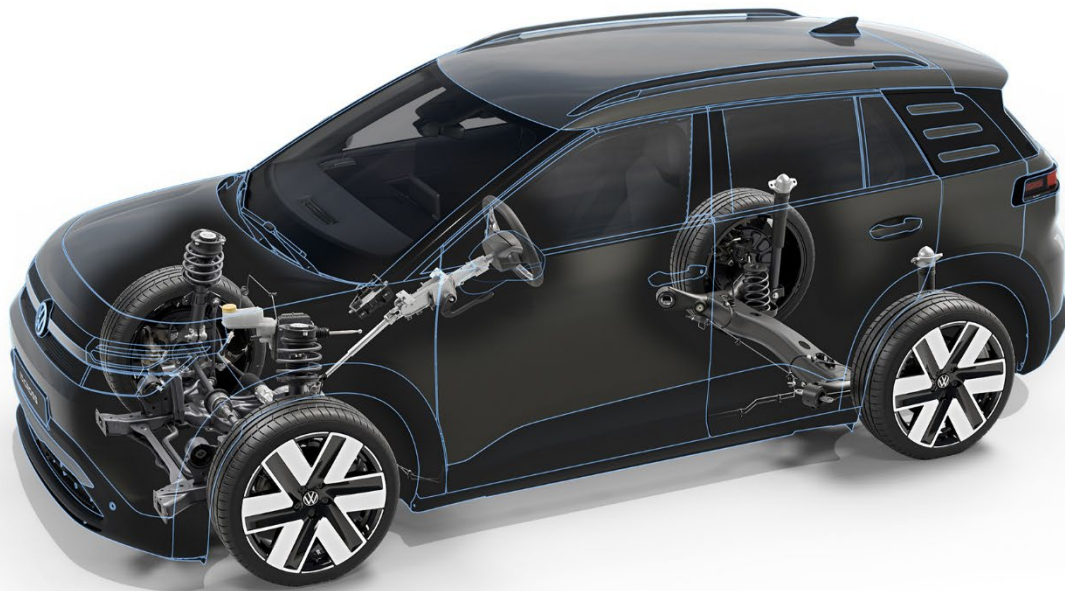
11-Kanal-System mit 10 Lautsprechern,
davon drei doppelt angetrieben

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



A superior 425 watts. With a system output of 425 watts, the sound system is perfectly dimensioned for the interior of the ID. Cross. The powerful subwoofer, integrated into a specially designed housing body in the luggage compartment, delivers a deep, controlled bass. The four rear loudspeakers are also actuated via their own, very powerful booster. This architectural concept guarantees a high level of transparency and stability of playback, even under a wide range of acoustic conditions.

Collaboration with sound experts. The system was developed in close cooperation with Harman Kardon. The focus was on precise differentiation and maximum acoustic transparency. The bass range is deliberately clear, focused and carefully tuned – powerful, but never dominant or exaggerated. The aim here was to create a “mature” listening experience that also impresses on longer journeys and is based on the standards of quality that audiophiles are used to. Volkswagen worked closely with the Fraunhofer Institute when it came to software programming and making vehicle-specific adjustments. A key outcome of this cooperation is something known as the Sonamic Panorama Algorithm. This technology releases individual sound sources from a classic stereo recording and distributes them around a U-shaped sound stage that surrounds the vehicle’s occupants. External elements of the soundstage are played back from the outer part of the rear, while signals placed in the centre remain acoustically stable in front of the listener. There is a noticeable improvement when it comes to the finer details, which are often concealed in conventional stereo playback. Particular attention was also paid to the consistent interaction between sound aesthetics and design. The acoustic properties of the interior surfaces were considered from the outset – from the exact specification of the loudspeaker grilles and their reflective behaviour to the fine-tuning of the system’s software fine-tuning depending on the surface materials used. Here, sound design and interior design blend seamlessly together. In the ID. Cross, Volkswagen consistently bridges the gap between acoustic performance and design quality – a holistic approach and a unique feature in this segment.



THE DRIVE SYSTEM

MEB+ with front-wheel drive. The latest stage in the evolution of the modular electric drive platform is used in the ID. Cross: the MEB+. Volkswagen is combining the electric drive with front-wheel-only drive for the first time since its e-up! and e-Golf. For larger ID. models, however, rear-wheel or all-wheel drive was opted for. The dynamic heart of the system in the ID. Cross is the new APP290 electric drive motor, “APP” is the abbreviation for Axial Parallel Position; „290” reflects the maximum torque in Newton meters. which will be available in three output levels in the ID. Cross to begin with. 85 kW (116 PS), 99 kW (135 PS) and 155 kW (211 PS).

New pulse inverter. A one-speed gearbox including housing and the new pulse inverter are flange-mounted to the motor housing. It coordinates the power and torque development as well as the drive system’s energy recuperation functions. 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 SUV’s fuel consumption. Since the component was developed and built in-house, there is also a cost advantage, which has a direct effect on the attractive entry-level price of the ID. Cross. 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. It has been carefully decoupled from the body and therefore does not transmit any vibrations to the interior.

Group unified cell. Between the front and rear axles, the ID. Cross’ flat lithium-ion battery, the Group unified cell, is located in the vehicle floor. 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 ID. Cross 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 at DC quick-charging stations with up to 90 kW, while the larger battery can be charged with up to 105 kW. The forecasts for DC charging from 10 to 80 per cent with 90 kW assume a charging time of around 23 minutes²; a particularly flat charging curve helps to reduce the value to around 24 minutes² with 105 kW.

Sound design. The ID. Cross' exterior sound has been developed from scratch. The reason? 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. Now Volkswagen has designed a new brand sound. Various parameters are incorporated here to make the sound experience as pleasant and exhilarating as possible. The new sound is active up to 25 km/h in all gear ranges 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 carpet is adapted in real time depending on driving-relevant variables such as speed, accelerator pedal position and drive torque.

THE CHASSIS

New axle architecture. The new chassis has also been tailored to the new front-wheel drive in the electric SUV. 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 axle. The interaction between these two new axles is characterised by maximum-precision linearity – creating a level of driveability that conveys maximum feedback to the driver and thus ensures noticeably more safety. In addition, the new ID. Cross features particularly good ride 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 compared to other electric vehicles. The new brake system is particularly light and offers very efficient recuperation.

McPherson front axle. At the front, the new Volkswagen SUV 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.

Torsion beam rear axle. The new and lightweight rear axle has been specifically adapted to the combination with an electric front-wheel drive. Various measures optimise comfort and ride characteristics. For example, glued 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, increasing driving safety. Last but not least, the torsion beam axle is very compact, creating a high load capacity.



Notes:

1. ID. Cross (155 kW / 211 PS) – Combined power consumption: 16.9–14.3 kWh/100 km; combined CO₂ emissions: 0 g/km; CO₂ class: A. For all other power outputs and the 37 kWh battery: This equipment version and/or vehicle variant is not yet available for sale. Energy consumption values are not yet available.
2. All equipment specifications and prices refer to the German market.
3. This equipment version and/or vehicle variant is not yet available for sale. Energy consumption values are not yet available.
4. Range determined on the chassis dynamometer in the range-favourable equipment version in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP). Actual WLTP range values may vary depending on the equipment. The actual range achieved under real-world conditions varies depending on driving style, speed, use of comfort and auxiliary equipment, ambient temperature, number of passengers/load, topography and the physical ageing of the high-voltage battery.
5. The time required to fully charge the battery depends on the available AC or DC charging power provided by the charging infrastructure, as well as the battery's state of charge and the ambient temperature.
6. ID. Polo (155 kW) – Combined power consumption: 14.6–13.3 kWh/100 km; combined CO₂ emissions: 0 g/km; CO₂ class: A.

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