Media Information

Covered Drive & Design Workshop:

The all-new ID. Polo

December 2025

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Note:

1 = Near-production concept vehicle. The model is not yet available for sale.

2 = Predicted values.

Media Information

COVERED DRIVE & DESIGN WORKSHOP

Reinvention of a bestseller – the ID. Polo is on course to becoming production-ready

KEY ASPECTS

- **New entry-level mobility** – the ID. Polo[1] is the first of four new electric models in the small and compact car segment that are due to be launched from 2026
- **Maximum versatility** – the new ID. Polo comes with four output levels (85 kW, 99 kW, 155 kW, 166 kW), two battery sizes and a range of up to 450 km[2]
- **New front-wheel drive** – the drive system of the ID. Polo based on the MEB+ provides clear advantages in terms of weight, space and consumption
- **Compact but spacious** – thanks to the front-wheel drive concept, the all-new ID. Polo offers plenty of space for five people with up to 435 litres of luggage
- **Everything just right** – the interior of the all-new ID. Polo is intuitive to operate and charismatically designed, with every detail well thought-out

IN BRIEF

A bestseller becomes electric. Volkswagen has reinvented the Polo, a vehicle that has been sold more than 20 million times: 50 years after the debut of the first generation, the first electric version of the bestseller is ready to go with the new ID. Polo. Official pre-sales will start in around just five months – at the end of April 2026. The final test drives to fine-tune the new Volkswagen are currently underway around the globe. As part of these test drives with still camouflaged pre-production cars, Volkswagen is now opening the doors of the ID. Polo to the international media for the first time. It will be the first production model to be based on the technology from the new evolutionary stage of the modular electric drive (MEB) platform: the MEB+. With the enhanced hardware and software from the MEB+, Volkswagen is bringing a new range of innovations on board its ID. models. These include a new electric front-wheel drive developed specifically for the more compact VW product lines – this is used as a new feature in the ID. Polo. In the smaller vehicle classes, the new drive system offers significant advantages in terms of both available space and price. To give you an idea of the price point: the entry-level ID. Polo will be launched in many markets at prices of less than 25,000 euros. This compact Volkswagen model has been a collaborative project within the Brand Group Core: CUPRA was responsible for project management, whilst the Volkswagen Design Centre in Wolfsburg was where the design process for the ID. Polo took place. The electric Polo's essential technologies – e.g., the assist systems, drive, running gear and steering – are based on the MEB+ modular system developed by Volkswagen. The ID. Polo is built at SEAT & CUPRA's Martorell plant in Spain, making it a true European.

From concept vehicle to production model. In 2023, Volkswagen presented the Polo "ID. 2all", This concept car was designed by Volkswagen Chief Designer Andreas Mindt. The design of the ID. 2all was so well-received by the public that more than 80 per cent of the concept vehicle's design could be transferred to the production model. At the same time, the ID. Polo is also the first model to be designed on the basis of the Volkswagen Pure Positive design language developed by Andreas Mindt and his team.

Media contacts
Volkswagen Communications

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

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

Stepan Rehak
Spokesperson Design & Concept Cars
Tel.: +49 (0) 172 5122078
stepan.rehak@volkswagen.de

More at
volkswagen-newsroom.com

Enter Electric!

With its pure clarity and positive aura, this visual language transfers the brand's design DNA into the future. Thanks to Pure Positive – which is already recognisable despite the camouflage – the ID. Polo embodies Volkswagen's hallmarks of high quality standards, powerful stability and a likeable overall appearance. In addition, the vehicle is highly aerodynamic, with a best-in-class drag coefficient of just 0.264.

More space, more possibilities. The all-new ID. Polo based on the MEB+ is 4,053 mm long, 1,816 mm wide and 1,530 mm high; the wheelbase is 2,600 mm. For comparison, these are the corresponding values for the Polo with petrol engines based on the modular transverse matrix (MQB), which is being offered in parallel to the electric ID. Polo: 4,074 mm (length), 1,751 mm (width), 1,451 mm (height) and 2,552 mm (wheelbase). The exterior dimensions of both Polos are on a similar level. Nevertheless, the electric ID. Polo offers significant extra space thanks to the particularly compact drive modules of the MEB+. This means that the passengers have 19 mm more interior space available than in the classic Polo and this is particularly noticeable in the rear. The interior width and headroom have also increased. The luggage compartment volume has also expanded by 24 per cent – from 351 to 435 litres. When the rear seat backrests are folded down, the load capacity increases to 1,243 litres (Polo MQB: 1,125 litres). Thanks to this extra space, the four-door and five-seater ID. Polo is now more of an all-rounder than any of its predecessors, specialised in urban environments but equally at home far beyond the city limits and on trips with family and friends.

Feel at home on board. The Pure Positive design language is also reflected in the newly designed interior of the ID. Polo. Andreas Mindt: "With the ID. Polo, we wanted to create an interior that feels like a friend from the very first encounter. Clear physical buttons ensure stability and confidence, warm-looking materials make it really likeable, and loving details such as our new retro skins ensure that the unmistakable Volkswagen look shines through. The ID. Polo is a compact car with a big heart – Pure Positive in its purest form." And indeed, never before has the interior of a compact Volkswagen been more intuitive to operate, more cleverly designed and more charismatic. The intelligent interior architecture, high-quality material feel, cleanly designed and ideally placed physical buttons and rotary controls, digital displays on one visual axis, innovative features such as the retro displays (depending on equipment) that bring a touch of nostalgia to the digital instruments (start with the look and feel of the Golf I Facelift) or the ID.Light, which enables intuitive interaction between vehicle and driver and is integrated for the first time not only in the dashboard but also in the front doors, as well as excellent ergonomics – it all combines to create an interior that immediately feels like home. And it is precisely this feeling of the car as a familiar friend, as outlined by Andreas Mindt, that has always been characteristic for a Volkswagen and is an integral aspect of the ID. Polo.

Quality without class limits. Ever since the fourth generation of the Polo (2001) and Golf (1997) came around (if not before), Volkswagen has been achieving a standard of quality and comfort in the small car and compact class that is based on the next higher class in each case. With the all-new ID. Polo, Volkswagen is also continuing with this approach. The class-spanning impression is characterised by details such as the robust and ergonomic door release levers from the new T-Roc, a fabric-covered instrument panel surface, the newly developed and easy-to-operate keypad on the multifunction

steering wheel and optional features such as the high-end sound system from Harman Kardon and the electric seats with massage function available for the first time in a Polo.

New front-wheel drive and new battery system. The ID. Polo is characterised by a front-wheel drive that has been developed completely from scratch, based on the next evolutionary stage of the modular electric drive (MEB) platform: the MEB+. Thanks to the completely new and particularly efficient electric drive, the complexity and thus the number of components and weight have been reduced – parameters that have made it possible for Volkswagen to lower costs and consumption. In addition, the electric front-wheel drive on board the ID. Polo offers clear advantages in terms of space. The drive system's main modules include the new Volkswagen APP290 electric drive motor and the latest generation of power electronics also developed by Volkswagen. A new lithium-ion battery is housed flat in the underbody: the PowerCo unified cell from the Volkswagen Group. This uses what is known as cell-to-pack technology, where the cells are combined directly into a battery pack without the intermediate step via module housings. This reduces the price, installation space and weight, and at the same time increases the energy density by around 10 per cent. The advantage: greater range.

85 kW to 166 kW. For its debut, the ID. Polo will be available in three output levels: 85 kW (116 PS), 99 kW (135 PS) and 155 kW (211 PS). The ID. Polo GTI[1], a particularly sporty version with 166 kW (226 PS), will follow in the course of the coming year. The 85 kW and 99 kW versions will be equipped as standard with a 37 kWh (net) LFP version (lithium iron phosphate) of the new high-voltage battery. This battery can already be charged at DC quick-charging stations with up to 90 kW. The 155 kW and 166 kW drives will be powered as standard by an NMC version (nickel manganese cobalt battery) of the new PowerCo unified cell. This battery offers an energy content of 52 kWh (net), enables ranges of up to 450 km[2] and can be charged at DC stations with up to 130 kW.[2]

Automated driving functions. With the MEB+, not only the latest electric drive technologies, but also numerous next-generation assistance systems are making their way into the ID. Polo. This includes Travel Assist; the assist system enables assisted lateral and longitudinal guidance and assisted lane changes on motorways. As an innovation, Travel Assist in the ID. Polo will offer the new function of traffic light and stop sign recognition.

Technical data for the ID. Polo[1/2]	
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) and 166 kW (226 PS)
DC charging capacity (max.)	90 kW (with 37 kWh) and 130 kW (with 52 kWh)
Length	4,053 mm
Width	1,816 mm
Height	1,530 mm
Wheelbase	2,600 mm
Weight	from 1,512 kg (37 kWh) / from 1,515 kg (52 kWh)

The ID. Polo in detail

THE NEW INTERIOR CONCEPT

Pure clarity. The all-new ID. Polo is a five-seater. Thanks to the all-electric drive based on the MEB+, it offers significantly more space both at the front and rear than the Polo based on the MQB. Every detail of the interior has been completely revamped and redesigned. Key design aspects here include the ergonomic interplay of digital and physical controls as well as the horizontal architecture of the dash panel. The digital instruments (Digital Cockpit) and the infotainment display integrated in the centre of the dashboard are arranged so as to form a visual axis for the driver. These two new displays alone are proof of just how high-quality, precise and functional the details on board the ID. Polo are.

10.25-inch and 13-inch screens. The Digital Cockpit has a diagonal measurement of 26.0 cm (10.25 inches) and features crystal-clear graphics. A unique selling point within the ID. Polo's segment is the size of the 13-inch touchscreen (diagonal: 33.0 cm) of the infotainment system, whose menu matrix is simple and self-explanatory. Once again here, the graphics are high-resolution and precise. The display is also easy to reach for both driver and front passenger.

Digital and analogue worlds in harmony. Digital and physical controls systematically complement each other in the ID. Polo: The central air conditioning functions and the hazard warning light switch, for example, are integrated separately into a bar with buttons. The multifunction steering wheel with its clearly arranged keypads has also been completely redesigned. Located between the smartphone tray and the cup holders, the rotary knob for audio operation is within easy reach of the driver and front passenger. It can be used to adjust the volume, but also to change songs and stations using the track function. The ID.Light has also undergone considerable evolution: the interactive light strip, positioned in the lower area of the windscreen where it can be seen and understood intuitively by the driver, runs for the first time not only along the entire width of the dash panel, but now also into the front doors. The ergonomically optimal-to-grip door openers have been adapted from the new T-Roc.

Positive atmosphere. The new Volkswagen design language Pure Positive also shapes the design of the interior. Here, it was important that the interior design should be as clearly recognisable as the ID. Polo as the exterior. The result was an interior that is clearly structured and intuitive to use, while at the same time creating a positive atmosphere in which drivers and passengers feel comfortable right away. The pure clarity and positive appeal of the Pure Positive design language are based on the three cornerstones of Volkswagen design: stability, likeability and secret sauce. These three parameters therefore also determine the interior design in the ID. Polo.

Stability. Stability is reflected in the clarity and logic of the horizontal dashboard architecture. Every detail can be clearly understood, and every physical touchpoint is positioned exactly where you expect it. This intuitive operation creates a characteristically familiar Volkswagen environment.

Likeability. The warm and friendly design of the interior stands for likeability. Details in the style of the fabric-covered dash panel, refined controls such as the outer edge of

the audio control in the centre console and the pleasant feel of all buttons, controls, handles and surfaces create an inviting and friendly atmosphere.

Secret sauce. Features such as the revamped interactive ID.Light, which extends for the first time right into the doors, and the retro displays available depending on the model, reflect the "secret sauce" – in this case technical details that provide innovative information or simply speak to the emotions. Information and emotion merge in the "retro views" offered by the Digital Cockpit when the look & feel of the instruments of a Golf I (facelift generation) is activated via the View button on the steering wheel or via the infotainment system, thus bringing a touch of nostalgia to the central displays. Aesthetically pleasing and likewise new: the "Marcy" topstitching in the door panels, at the end of which small badges are integrated in the area above the door openers; these can be replaced individually. "A day at the beach" was the source of inspiration for the interplay of different exterior and interior colours: the exterior paint for the ID. Polo, for example, will be in the colour Celestial Blue, inspired by the shades of the sea and the sky. In the interior of the top equipment level, this colour corresponds to the Milkyway decor of the large crossbar below the air vents – the decor is visually reminiscent of a sandy beach.

Sustainable materials. The materials used in the ID. Polo are not only high-quality and part of an innovative and friendly design, but – wherever possible – of sustainable quality. For example, all textiles in the seats and doors as well as the upper side of the headliner and carpets are made of 100 per cent rPET materials – recycled polyethylene terephthalate, a thermoplastic that is typically obtained from PET bottles. In addition, the seats in the top-of-the-range ID. Polo feature a fabric made from Seaqual yarn, the raw material of which is recycled ocean plastic. The horizontal decor below the vents (Milkyway design in the top-level version) is also made from a new recycled material. All these details combine the aspect of sustainability with an emotional warmth.

THE NEW DRIVE CONCEPT

Democratised efficiency. The ID. Polo has the potential to make e-mobility accessible to more people than ever before at a starting price of less than 25,000 euros. The key technology for this is provided by Volkswagen's enhanced modular electric drive platform: the MEB+. Based on this evolutionary stage, a completely new front-wheel drive system was created especially for future compact electric models such as the ID. Polo. This has made it possible to reduce complexity and thus the number of components and the weight (which now starts from approx. 1,512 kg).[2] These parameters in turn mean that the all-new ID. Polo boasts lower prices, higher efficiency and great agility. In addition, the electric front-wheel drive offers clear advantages in terms of space as no drive modules are used at the rear. And it is precisely this, together with a similarly slim rear axle, that makes the luggage compartment volume of the compact ID. Polo soar to an excellent 435 litres with five people on board.

Newly designed electric motor. The electric drive for the ID. Polo is a completely new design. The dynamic heart of the efficient system is the new APP290 electric drive motor. APP stands for the axial parallel position, while 290 stands for the maximum torque in newton-metres. The new electric drive motor will initially be available in

three output levels with 85 kW (116 PS), 99 kW (135 PS) and 155 kW (211 PS). In the course of next year, an especially sporty version of ID. Polo with an output of 166 kW (226 PS) will follow as the most powerful model in the product line. The one-speed gearbox including housing and the likewise newly developed pulse inverter are flange-mounted to the motor housing.

New pulse inverter as the brain. The pulse inverter coordinates the power and torque development as well as the recuperation of the drive system. This power electronics system also converts the direct current (DC) from the battery into the alternating current (AC) needed by the electric drive motor. The new pulse inverter is an independent Volkswagen development which, thanks to the high-tech components and high-quality materials used, increases efficiency and thus lowers the consumption of the ID. Polo. Since the component was developed internally and is built in-house, there is also a cost advantage, which has a direct effect on the low starting price of the all-new ID. Polo. Other components of the drive system integrated compactly in the front end include the AC and DC charging socket at the front on the right-hand side, the charger integrated close-by and the electric air conditioner compressor. As an important component of thermal management, the latter has been decoupled from the body – a complex procedure – and thus does not transmit any vibrations to the interior.

New PowerCo unified cell. The flat lithium-ion battery in the ID. Polo is located in the vehicle floor between the front and rear axles. This battery with the name PowerCo unified cell is a completely new development from the Volkswagen Group and its subsidiary PowerCo. The new battery is manufactured at the Volkswagen gigafactory in Salzgitter. In addition, production is planned for Europe in Valencia, Spain. The new PowerCo unified cell uses cell-to-pack technology, where the cells are combined directly into a battery pack without the intermediate step via module housings. This reduces the price, installation space and weight, ensures more efficient thermal management and increases the energy density by around 10 per cent. The battery in the ID. Polo is available with a net energy content of 37 kWh as a lithium iron phosphate battery (LFP) and with 52 kWh as a nickel manganese cobalt battery (NMC) with an even higher energy density. The AC charging capacity is 11 kW in both cases – for example, at a home charging station. The smaller battery can be charged at DC quick-charging stations with up to 90 kW, the larger battery with up to 130 kW. The forecasts for DC charging from 10 to 80 per cent with 90 kW predict a charging time of around 27 minutes; with 130 kW, the value is reduced to around 23 minutes. The currently determined ranges of around 300 km^2 in conjunction with the 37 kWh battery and up to 450 km^2 with the 52 kWh battery are also forecasts.

New sound at low speeds. The exterior sound of the ID. Polo has also been newly developed. The background: at low speeds of up to 20 km/h, virtually silent electric cars are required to emit a sound that can be heard by passers-by in many EU markets. Volkswagen has now designed a new brand sound that will be used for the first time in conjunction with the ID. Polo. Various parameters have been incorporated here to make the sound experience as pleasant and fascinating as possible. The new sound is active up to 25 km/h in all gear selector positions and driving profiles. In the Sport driving profile, a particularly charismatic sports sound is also generated up to a speed

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

THE NEW CHASSIS CONCEPT

Newly developed front and rear axles. The newly developed chassis was also adapted to the ID. Polo's new front-wheel drive. Here, too, the aim was to design an optimal solution characteristic for Volkswagen with a high level of cost, space and weight efficiency. Against this background, a combination of a MacPherson front axle and a particularly compact torsion beam rear axle was created. The interplay between these two new axles is characterised by the highest degree of precision linearity – vehicle handling that conveys maximum feedback to the driver and thus ensures noticeably more safety. In addition, the all-new ID. Polo offers particularly good ride comfort, which is among the best in the segment and significantly improves on that of its predecessor. Compared with the MQB Polo, for example, the natural frequencies of the front and rear axles have been reduced by 5 per cent, which significantly improves vibration comfort. A new one-box brake system with disc brakes on the front and rear axles has perfected the controllability of the brakes and the pedal feel. The new brake system of the ID. Polo is also particularly lightweight and offers very efficient energy recuperation.

New MacPherson front axle. The ID. Polo uses MacPherson suspension struts at the front. The axle has a very compact design. The sophisticated shock absorbers with their generously dimensioned pistons and innovative control of the compression stage forces have a positive effect on comfort and handling. At the same time, specifically designed suspension strut mountings optimise ride comfort and spring response. The handling is also optimised by the comparatively rigid connection of the stabiliser. All in all, the front axle results in very precise steering and handling properties.

New torsion beam rear axle. The ID. Polo's new and lightweight rear axle was specifically designed for combination with an electric front-wheel drive. Comfort and handling are optimised by a wide range of different measures. For example, bonded rubber pads on the coil springs improve comfort and acoustics, while a passive vibration damper significantly reduces low-frequency rolling noise in the interior. Inclined axle guide bearings with innovative two-component technology reduce noise and vibrations and ensure improved axle guidance, thus increasing driving safety. Last but not least, the torsion beam rear axle is very compact and thus enables a large load capacity.

A typical Volkswagen. All parameters combine in the suspension of the all-new ID. Polo to offer a harmonious balance of comfort and driving dynamics. The steering response is linear; in combination with the well-defined centre point of the steering, this compact car is therefore intuitive to feel. The ID. Polo's clear, reliable handling create a special sense of safety and security – which is just as it should be in a Volkswagen.